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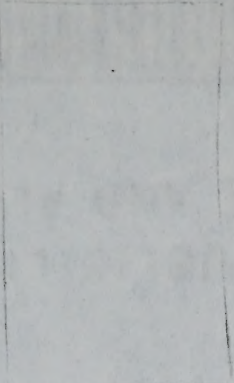
IN KANSAS

by

WILLARD WELSH

PUBLISHED 1946

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Preface

How swiftly, almost before one realizes it, the present becomes the past. And, inevitably, the past becomes history. Only a few years ago one could stand on a sunny corner of Main Street and hear old-timers retell the Battle of Shiloh and Bull Run. But today those Civil War veterans are gone; and to learn of that war one must go to the libraries where written records stand the test when memory fails.

As time goes on, there will be just as few men who remember the early beginning of Hutchinson, who can recall the land office owned by C. C. Hutchinson, and the day when the first settlers saw the first Santa Fe train pull into Hutchinson, which was June 27, 1872. . . . So now is the time for the history of this town to be written, before Time, and the weather, and man's affinity for change, have erased the last rutted wagon trail from the Kansas clay.

The history of a country, a state, or a city should never be written simply to glorify the past. Aside from telling a colorful and adventure-some story, history can serve a very necessary purpose. Man looks into the recorded past to learn about the land he lives in; to know and understand those men and women who came before him—that he may finally know and understand himself. Recently, many young men of this city left for awhile to serve their country. As they return to Hutchinson, after visiting strange places in all parts of the world, they will look upon their city in a different way. Its modern homes and industries will be familiar to them, of course; but they won't be so apt to take for granted that things were always as they are now. They will begin to ask questions about those early pioneer days—but the old-timers, who would have delighted to repeat their tales just once more, won't be here to tell them. Therefore it is to the questioning young men that this book is dedicated, with the hope that their forebearers' stories will be well told.

In writing the Hutchinson story it seemed best to divide the city's history into that of its many periods of time and organizations and devote a chapter to each. The early beginnings of these institutions seem to deserve the most extensive treatment since they were farthest from memory. The final developments lie ahead in a future which must certainly be bright.

Acknowledgements

The author wishes to thank all those who contributed facts, figures, and anecdotes for this book. Especially are thanks due to the following:

J. P. Harris, publisher of the *Hutchinson News-Herald* for use of his files.

R. C. Woodard, who prepared the manuscript on the chapter regarding the development of the City Schools.

Delos Smith, Jr., for work done on chapter on "Visit of Spanish Explorers."

Rev. Eugene Harrison for writing chapter on "Religious Activities."

D. C. Martindell for writing chapter on "The Reno County Bar Association."

Harold Obee for the article about our Auxiliary Police.

Miss Camille Keefe for chapter on Red Cross.

Charles Colby for writing chapter on the Hutchinson Grain Market.

Mrs. Helen McCarroll for aid on chapter on "The Park System."

Carl Hipple for help with chapter on "Development as Oil Center."

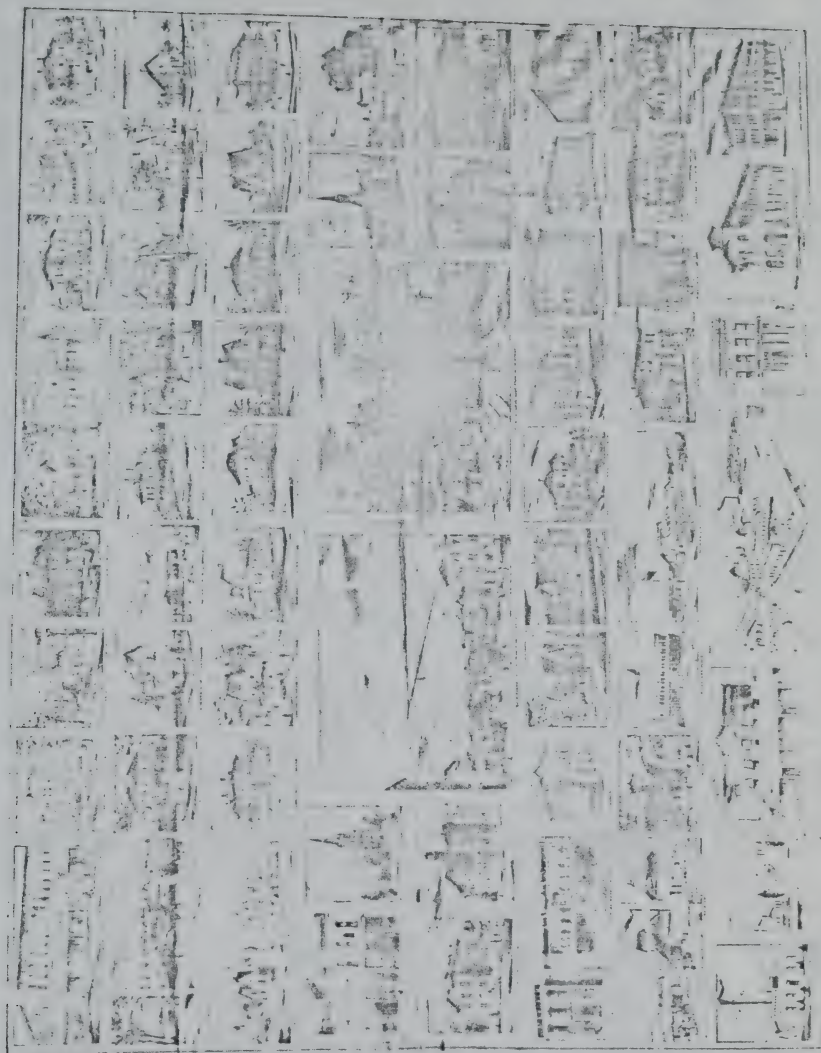
S. M. Mitchell for aid in chapter on "The Kansas State Fair."

Jay Bigger for contributing material for chapter on "Expansion of Postal Service."

And also to the heads of various business concerns for material used in book and also for their financial support which made it possible to underwrite the financing of the book.

Chapter-Titles

	<i>Page</i>
Preface	III
Acknowledgements	IV
1. Early Indian History	1
2. Spanish Explorers Visit Hutchinson	2
3. Hardships Endured by Early Pioneers	6
4. Development from Town to City	10
5. Development of Industries	13
6. The School System	25
7. Religious Activities	33
8. The Reno County Bar Association	39
9. Expansion of Postal Service	41
10. The Newspaper History	43
11. The Patriotic Record	48
12. Surrounding Rural Views	56
13. Growth of Salt Industry	57
14. Development as Railroad Center	65
15. Life Stories of Pioneers	67
16. Early Social Activities	78
17. "It Pays to Hang On" Says Emerson Carey	82
18. Development of City Government	91
19. The Chambers of Commerce	98
20. Outstanding Grain Market	101
21. The First Prairie Pow Wow	109
22. The Park System	110
23. The Municipal Band	113
24. Development as Oil Center	115
25. The Kansas State Fair	116
26. Flood Disasters Are History Now	117
27. U. S. Naval Air Station	119
28. The Auxiliary Police, The Big Brothers, Boy Scouts — Girl Scouts	122
29. Manufacturing and Other Industries	127
30. Conclusion	165



Hutchinson homes and business district in 1880's

CHAPTER I

Early Indian History

Fortunately for Hutchinson, the early history of this community does not show any record of Indian warfare. Instead, the red men who inhabited this section of the great Arkansas Valley made it one of their happy hunting grounds. The salt marshes in this vicinity attracted the red men, since salt is so necessary to life. They were also lured by the abundance of buffalo, and by the fact that the sand hills furnished protection from storms.

Older settlers in Hutchinson report that the Indians always said that this section of the country was protected from cyclones because of the sand hills and salt marshes. But later history has shown that the protection was not complete, that is as far as the eastern part of the city was concerned.

Indian scares were common after the arrival of early white settlers and continued until 1871 when Hutchinson was first incorporated as a city of the third class. In July, 1872, there were reports from the West and Southwest concerning the critical picture of Indian affairs. It was said that the Kiowas were on a marauding expedition. The Cheyennes threatened to join them, and on the north the Sioux were uneasy. It was stated that there was little hope the Apaches would be kept quiet in Arizona. The account further stated that the Indian warfare scare, coupled with the fierce presidential campaign, furnished sufficient excitement for everybody.

Co. E. of the 6th U.S. Cavalry passed through Hutchinson on July 26, 1872, on a scouting trip to check up on the Indians. Lieutenant Gordon, who was in command reported seeing some five or six Indians on the southern line of the state near Salt River. The Indians were forced to return to their legitimate range. Word was sent to Hutchinson that the people need not be alarmed.

After the arrival of white settlers, the first Indians to visit this city came in a special car on the Santa Fe railroad on May 1, 1873. They were being taken to Topeka by a detachment of soldiers to testify against men who had been selling them whiskey. The sight of the Indians proved an interesting one for both young and old who had never seen Indians.

In 1875 General Custer came to Hutchinson, and secured recruits among the more adventurous young men for his expedition against

the Indians. During the winter of 1877 the government moved a large group of Indians, through Hutchinson on the way to a reservation in the northwest. The Indians haunted the stores. Word was given out for white people not to make them any trouble. The citizens were forced to be good natured about thefts made by Indians on their stop here. The Indians left as soon as the weather was such that they could, and that was the last Indian tribe here.

Al Stout, who lived in the vicinity of Hutchinson before the town was incorporated, and who was chief of the fire department for many years, tells of an Indian scare in the latter 70's. Cattlemen reported the approach of a band of Indians, and people flocked into Hutchinson for protection from as far away as Kingman. Charlie Collins, who was sheriff, raised a company of cavalry in Hutchinson and searched the country for Indians as far south as Medicine Lodge — but not a single Indian was found.

Joe Talbott, early day settler and pioneer merchant, also tells of this Indian scare. He reports that many settlers forsook their prairie homes to come into town for protection. Some settlers brought their women and children to town and returned to protect their meager homes. Many of these families camped near the river. But it was all just a scare as by that time nearly all the Indians were civilized.

CHAPTER II

Spanish Explorers Visit Hutchinson

Over four hundred years ago, 1541, the glint of Spanish lances and breastplates was seen along the Arkansas River. Humble Franciscan priests walked beside mounted noblemen, bringing the gospel to the plains Indians. Today, the Spanish tongue is still heard preaching to the descendants of Mexican Indians working in Hutchinson. Near the Arkansas at the corner of West E and Adams stands the little Mexican parish church, Our Lady of Guadalupe, ministered by an Augustinian priest, Father Fernandez, in the soft language first heard here four centuries ago.

We are apt to forget that 79 years before the little band of outcast Pilgrims landed on Plymouth Rock, Coronado and his captains, Spanish noblemen and adventuring sons of Spanish Grandees came seeking the golden city of Quivira. The years have brought the gold in world-famous wheat harvests, but the disappointed Spaniards spent the winter

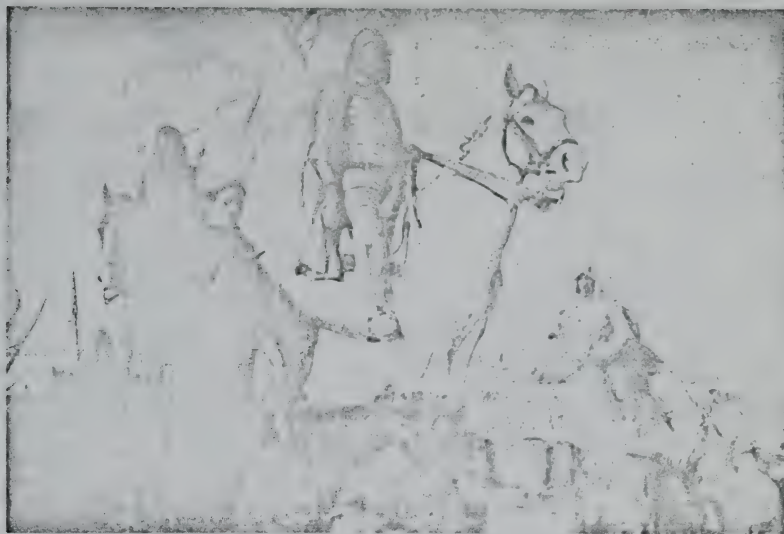
in the prairie Indian village of Quivira, definitely located by Paul Jones and other authorities as near the city of Lyons. As they hunted about the region, explored the river and inspected the famous salt deposits where the Salt City has risen today, the clank of Spanish armour rang where white men of another nation were to found the city of Hutchinson.

In fact, Indians for whose tribes neighboring cities have been named, a Pawnee and a Wichita, led the Spaniards to our central prairies. Francisco Coronado, governor at Campostela, searched for gold through Arizona and New Mexico. Turk, a captive Pawnee Indian whom they found in New Mexico, longed for the green prairies of his childhood. He told the greedy Spaniards the Pawnee and Wichita Indians were rolling in gold hoping they would take him from his Indian captors to serve as guide. They did, but they also took Isopete, a Wichita Indian captive who came from the same region and who called Turk a liar. Turk's golden bait was the stronger. He lured Coronado's army of over a thousand to the Staked Plains of Texas when Isopete hurled himself in front of the leader's horse and offered his life as guarantee that Turk was misleading them.

Coronado sent all his army but thirty chosen men back, made Isopete his guide, and set out for Quivira. Turk, in chains, continued with them to his homeland, the Kansas of today. The band of Spaniards, Indians and the Franciscan priest, Juan de Padilla, crossed the Arkansas River just east of Dodge City. They followed it to where Great Bend is today. There they met Wichita Indians, Isopete's people. They came on to the village of Quivira in Rice County where poor Turk begged local chiefs to kill the Spaniards. Instead, the Spaniards wrapped him in a blanket until he died. Isopete was freed and lived on among his own people.

The Spaniards could find no gold but Father Padilla found natives in need of salvation. He came back the next year and converted many Quivirans. He became so greatly loved that when he wanted to preach to a neighboring tribe, they killed him from jealousy.

Another century turned, and in 1601 came Captain Juan de Onate with a small army of Spaniards and a band of Sioux camp-followers. His Sioux friends fell on the Quivirans and began a massacre which he stopped by turning on his allies. Paul Jones says he entered from the south in the eastern part of the state so this Spanish expedition and the Sioux escort probably followed the Arkansas River through Hutchinson on the way to the Rice County massacre.



Coronado and His Explorers, from a Painting by Gerald Cassidy of Santa Fe, New Mexico

Interesting Spanish relics have been found in the Hutchinson region such as the piece of rusted chain discovered in McPherson County and the famous Gallego sword on Pawnee Creek in Finney County. This was marked with motto and name and can be read today. A Spanish lance and bridle bit were found near the Beaver River.

The Spanish also left the first descriptions of the region which was later called "The Great American Desert." Coronado wrote the King of Spain that: "The country is the best I have ever seen for producing all the products of Spain, for besides the land itself being very flat and black and being well watered by rivulets and springs and rivers, I found prunes like those of Spain, and nuts and very good sweet grapes and mulberries. I have treated the natives of this province . . . as well as possible . . . and they received no harm in any way from me or from those who went in my company." He evidently considered the strangling of Turk too trivial to mention or as justifiable homicide. The horses lost by the Spaniards were to spread all over the country and change the Plains Indians into famous horsemen.

The Spanish sent traders to the region from time to time, but the lure of gold was gone. The French tongue was the next heard. La Salle, Joliet, and other voyageurs came sailing down the Mississippi in their

pirogues; and on April 9, 1682, the French Province of Louisiana was created, bringing Kansas under the French flag. The dainty French women did not have the Pioneering spirit to follow the gay singing men who soon won the hearts of young squaws as well as the friendship of the braves. Bliss Isely in *Four Centuries in Kansas* says that two thousand descendants of the French and the Indians still live in Kansas as white people. The Indians were later to side with their French friends against both Spaniards and British.

In 1719 the first French officer, Claude Charles Dutisne, crossed southeast Kansas coming from the Osage tribes in Missouri to the Wichitas on the Arkansas River. He was in the Hutchinson vicinity if not on the actual site.

On June 29, 1541, occurred a prophetic coincidence. Coronado had come upon the Arkansas River near Dodge City and had named it the River St. Peter and St. Paul's after the two saints honored on June 29 by the Roman Catholic calendar. Pierre (Peter) and Paul Mallet, the brother explorers from Canada were to return in 1740 from Santa Fe where they had gone by a more northern route and come upon the Arkansas River. This they followed through Colorado, Kansas, and the Hutchinson of today, as well as Oklahoma and Arkansas. Through the river, Hutchinson has been on an important railway since earliest Indian times.

On November 3, 1762, the Territory of Louisiana passed into the possession of Spain. In 1800 Spain agreed to cede it back to France and the treaty of Madrid, March 21, 1801, brought Kansas back under the French flag and Napoleon. The famous Louisiana Purchase of April 30, 1803, transferred the vast territory to the Stars and Stripes.

The first English was spoken in Kansas about this time. Daniel Boone's son had come with two Frenchmen in 1795 and liked the country so well he brought his famous father out. Here he hunted and explored along the Kansas River and even journeyed to the Arkansas and the salt Plains of Oklahoma.

In 1806 Don Malgares and a glittering band of 350 Spanish soldiers may have passed through Hutchinson on their way to the Pawnee village at Republic, Kansas. They raised the Spanish flag and gave the young chief, Sarecherich, many gifts, pledging him to turn back Zebulon Pike and his little expedition. Pike arrived with twenty-two men, and harangued the hundreds of Pawnees, tore down the Spanish flag and won the backing of the old chief, Kiwiktaka. He then marched to the Great Bend of the Arkansas, probably passing to the north of Hutchinson.

The river must have been swollen by a recent rain as Pike thought it could be navigated and sent Lieut. James B. Wilkinson with seven men by boat while he went on with the horses. The Arkansas promptly sank through its sandy bed into underground channels and poor Wilkinson and his men limped through Hutchinson territory, probably portaging their dugout and buffalo skin boat as they could not use the river until they reached the mouth of the Ninnescah, east of Wellington. They then floated down to the Mississippi.

The land lying south of the Arkansas was Spanish until 1821 when Mexico won her independence. So South Hutchinson was Spanish while Hutchinson was French and United States territory. It was Mexican for 15 years till 1836 when it became part of the Texas Republic. The land south of the Arkansas came into the United States in 1850, and with the Indian Country became the territory of Kansas in 1854.

CHAPTER III

Hardships Endured by Early Pioneers

Mere words will not adequately describe the hardships and sacrifices made by the first settlers in the vicinity of Hutchinson. Their endurance in withstanding the difficulties has left a heritage that is more valuable than can be estimated in dollars.

The first settlers came here after the passage of the historical Kansas-Nebraska Bill in May, 1854. There was a rivalry in the early settlement of this state between the northerners and southerners. Each side set out with a purpose of out populating the other so that Kansas would become an anti-slavery state or the opposite.

The influx of early settlers on a fairly large scale was not recorded until about 1871. A few years prior to that time, this country was utilized part of the year by cattlemen who drove their herds into southwest Kansas for grazing. The large herds of buffalo in this vicinity also attracted many hunters, who made their living shooting the buffalo and selling their hides.

Buffalo hunting was a very popular sport as well as a means of securing cheap meat for the early settlers of this vicinity in 1872. The first buffalo hunt on record was held on August 6, 1872, by a group of young men, including County Clerk Keis, W. C. Edwards, Gen. E. Wilcox, Colonel Whitelaw, Major Lane, Major Lewis, Captain Lynch, Lieutenant Hutchinson, Sergeant Bean, Corporal Whitelaw and Private John Smith. A Mr. Custar was evidently the outstanding hunter

in the city. On October 31, 1872, he shot down ten buffalo in one minute.



C. C. Hutchinson Real Estate Office

While the buffalo herds were not reported to have been dangerous to the settlers, still in June, 1872, J. H. Soper, living three miles from town, was chased into his house by a buffalo.

On July 31, 1873, Z. Tharp said a herd of buffalo passed through the southwest portion of this country, and that it required over thirty hours for the buffalo to pass a given point. He reported that the mass of bison seemed to be more than one mile wide. People from this vicinity were able to kill as many as they wished.

Hutchinson does not rank with Abilene, Newton, and Dodge City with its episodes of criminal activities in the early days. Evidently the majority of the settlers here were of a type who came to make this a peaceful settlement. This purpose was indicated by Hutchinson citizens refusing to allow the establishment of saloons.

The first homicide in Reno County was recorded September 26, 1872. A cattleman from Texas, by the name of Polk, killed another cattleman named Graham. Polk came to Hutchinson and turned himself over to the sheriff. An effort to save the life of Graham by treating his wounds was made by Dr. Flick.

In addition to Indian scares, lack of fuel, and other supplies, the early settlers were evidently bothered by rattlesnakes which were abundant. In October, 1872, it was reported that V. V. Ijams, an employee of the *News*, and two friends killed twenty rattlesnakes on

his 160 acre claim near town. Depot Agent Fox, also reported killing thirty-five rattlers in the prairie dog towns near Hutchinson at about the same time.

Evidently the property of the early settlers which was most attractive to thieves was horses. On October 17, 1872, Sheriff Charley Collins made a dangerous trip into New Mexico and Colorado seeking a gang of horse thieves. He succeeded in recovering the horses and capturing the thieves.

Prior to the completion of the bridge across the Arkansas River at the south end of Main Street, settlers were required to ford the stream with their teams or saddle horses. Early settlers say that often the south bank of the river was crowded with herds of cattle, which had been driven in from Texas ranges. There was often hilarity among the cattlemen who had become weary from their long dusty trip. By the time they arrived here, they were ready for a celebration. They left the cattle on the banks of the stream while they enjoyed themselves down town.

November 13, 1872, Reno County passed its first anniversary. It then had nearly 4,000 inhabitants and Hutchinson was a growing town with nearly 450 citizens.

The winter of 1873 was quite severe. The *News*, on January 2, stated that about four inches of snow had fallen. It also reported that a Mr. Ellsworth, who lived eight miles below Hutchinson, was lost in a snow storm going from Hutchinson to his home. He wandered all night and suffered from frozen feet.

Evidence that Hutchinson was once the bottom of the sea was discovered on January 23, 1873, when a Mr. Neal located some shark's teeth.

A stage coach line from Hutchinson to Medicine Lodge was established on March 27, 1873. This was the first public transportation system into that part of Kansas.

Prairie fires were common in March of 1873. The horizon was each night lighted with the fires caused by high winds and failure of the settlers to properly extinguish fires started to cook their meals while traveling.

Early settlers in Hutchinson were evidently able to take care of themselves and their property. On April 3, 1873, it was reported that J. S. Fay discovered that his pet horse had been stolen. He tracked the thief to Wichita, where he had him arrested. The thief, was W. H. McCullough of Wichita. He was given a fair trial and then sentenced to the penitentiary.

Hutchinson's first large fire occurred about May 15, 1873. Several places of business on the west side of Main Street were destroyed. Hundreds of men formed a bucket brigade to fight the flames. The Cochran and Conn grocery store had the heaviest loss.

Hutchinson was visited by a severe rain storm and tornado about July 3, 1873. Rain fell in torrents and wind caused much damage. The old Court House was swung around on its foundation. A number of houses were blown down including those of B. F. Evarts, Mr. Malsbary, and Captain Allen. The W. B. Holmes grocery store was caved in.

Money was much scarcer than wheat in July, 1885, as *The Hutchinson News* was accepting two bushels of good clean wheat for the price of a year's subscription.

The first law suit in Hutchinson was on April 3, 1872. It was an action for replevin of a certain gray pony, valued at \$35. The case was heard before D. D. Olmstead, Justice of Peace. The plaintiff was Lewis Josephine and the defendant was Jacob Eisberger.

The first death in Hutchinson was accidental. Jacob Eisenberger, with several men was preparing to go on a buffalo hunt. For safety he was putting his gun into a bale of hay when the hammer caught, causing it to be discharged. The shell entered the breast of a man called "Mountain Jack" who died.

Arrival of the Mennonites resulted in first steps being taken to develop wheat production. Until that time only a small amount had been grown. These emigrants from Russia brought a new variety of hard red winter wheat. It was so hard that millers at first found difficulty in grinding it. However, this wheat had wonderful quality and was a great boon to this section of the state, which has since become the center of the hard wheat belt.

The first wheat threshed here was by J. H. Shahan. It was done with his own thresher, the first in Reno County. He and Captain Bell ran the threshing machine during the season of 1873. He threshed his own wheat first, which was located one and one-half miles northeast of town. Next he threshed George Lavery's crop, amounting to 380 bushels.

While there were no auto accidents in the early days, still the people had thrills from runaway horses. A team, owned by J. C. Bringle, who was bringing his eggs to town, ran away on Second Ave. East on October 23, 1888. Another team ran into them. The damage resulting included smashing the eggs in the back of the wagon and tearing up the harness.

Extreme drouthy conditions, together with the Grasshopper Invasion, caused 1874 to become known as a year of disaster in Hutchinson.

The grasshoppers arrived about July 28. The sky was darkened by these dark brown locusts which came in a continual stream lasting for several days. The corn crop was absolutely destroyed, leaving the early settlers without feed for cattle and horses.

A relief committee was appointed to aid settlers and got them through the winter. This committee consisted of William Ingham, T. F. Leighty, and L. Houk. The railroads assisted by hauling donations from eastern states free of charge. It is reported that one thousand persons in Reno County were on relief through the winter.

Old timers state that the grasshopper invasion was a blessing in disguise as it brought help when there would have been suffering anyway, because the drouth made it impossible to raise sufficient crops. Evidence shows that many people who donated to the people of this vicinity in 1874 came to this county a few years later to make it their home. The bad publicity caused by grasshoppers also advertised the good points of Reno County.

CHAPTER IV

Development from Town to City

Located in a beautiful expanse of prairie on the north bank of the Arkansas River, Hutchinson was first incorporated as a third class city of Reno County, Kansas, in 1871. The county in which it is located is 30 miles wide and 42 miles long and lies 1,500 feet above sea level.

The first settlement was started early in 1871. Reno County was created by the State legislature in March, 1868. The county on January 1, 1872, had a population of not less than 3,500, which according to the first issue of *The Hutchinson News*, July 4, 1872, was increasing at the rate of eight or ten per day.

The original townsite of Hutchinson included one square mile. (The townsite location was Section 13, Town 23, Range 6 West.) The first settlers were foresighted in laying out Main Street 112 feet wide. The streets crossing Main Street were 80 feet wide.

The Atchison, Topeka and Santa Fe railroad was extended from Newton to Hutchinson in June of 1872. The first issue of *The Hutchinson News* pays tribute to the energy and determination of the builders of that great railroad system:

"Four weeks ago the end of the track was 25 miles east of Hutchinson. In spite of the breaking down of an important bridge, the track is now completed 35 miles west of this point. The energy with which

the toilsome march of rails across the prairie is continued from day to day is surprising. The bronzed veterans at the front, the sweating heroes of the engine and construction trains, the thoughtful, watchful, wary intellect at headquarters, are chock full of energy and determination. Plans call for completion of the line to the state border January 1st, a distance of nearly 300 miles."

The Santa Fe crossed Hutchinson at what was then the north boundary of the city. The railroad reserved 40 acres in the northwest corner of the town to build its round house and machine shops.

The first issue of *The Hutchinson News* tells of the first Reno County Courthouse being under construction at the foot of Main Street, several blocks south of the railroad track. A bridge across the Arkansas River, was also under construction. It was to be 1,658 feet long, and was to be completed by September 1.

Hutchinson started as a strictly prohibition city. The first legal notice published in *The News* stated: "Liquor saloons will be absolutely prohibited." Another regulatory measure taken by the youthful city was one which declared that the Herd Law was in operation. It stated that all owners of stock must either "Herd It" or keep their cattle in pastures.

The second issue of *The Hutchinson News* on July 18, 1872, contained a petition to Wm. R. Brown, Judge of the 9th Judicial District Court of Kansas asking that Hutchinson, named after C. C. Hutchinson, Santa Fe railway land agent, be incorporated as a city of the third class. Petitioners who represented a majority of the taxpayers were: E. Wilcox, H. Whiteside, Christopher Fox, W. E. Hutchinson, Eugene Hallowell, E. L. Meyers, J. Kesler, A. Layman, D. D. Olmstead, R. E. Fletchers, Jacob Rupert, G. B. Segarty, S. S. Williams, J. L. Penny, H. McMurry, L. B. McClintock, L. P. Perry, T. Flick, L. Houk, S. H. Hammond, Wm. M. Ingham, G. M. Irwin, H. J. McCarty, A. C. Kies, A. M. Hunt, J. D. Reed, R. C. Bailey, J. S. Fay, G. A. Brazee, E. Pierce, Wm. A. Griffith, and C. C. Hutchinson.

Since Reno County was the political unit in charge of law enforcement in Hutchinson, previous to incorporation of the city, it is interesting to note that the county was named after Captain Jessie Lee Reno, stationed at Fort Leavenworth. Later, because of his bravery, he was promoted to Major General of the U. S. Army. He fell mortally wounded on the battlefield at Gettysburg.

Chas. Collins, previously mentioned for forming a provisional cavalry troop to fight Indians, was the first sheriff of Reno County. J. McMur-ray was his deputy, and A. C. Kies, county clerk.

In referring to the first city election held in Hutchinson, on July 18, 1872. Two groups, one "The Citizens' Ticket" and the other the "Boys' Ticket." The "Citizens' Ticket" included the following candidates: Taylor Flick for mayor; J. B. Brown for police judge; John McMurray, G. A. Brazee, E. Wilcox, R. C. Bailey, and D. M. Lewis, councilmen.



Main Street in 1876

Capt. A. Lynch was candidate for Mayor on the "Boys' Ticket." He withdrew his name after finding that he was not eligible.

The first city election was held August 26, 1872, with the "Citizens' Ticket" victorious. The election passed off in excellent order. There was no drunkenness, no quarrelling, and the utmost good humor prevailed. Melons were eaten, jokes cracked, and cigars smoked amid much pleasantry.

The "Working Men's" or "Boys' Ticket" was composed of C. S. Martin for Mayor, W. P. Brown for police judge; Gus Williams, S. S. Williams, W. W. Hastie, Wm. Mills, and M. Sanders for councilmen.

The first meeting of the council was September 18, 1872. The official seal, with a locomotive in the center was adopted. This seal was used continuously until 1936 when the present seal with the "Salt Hawk" was adopted.

The next political activity in Hutchinson was a mass meeting on October 19, 1872, to nominate candidates for representative in the legislature, and for county officers. C. C. Hutchinson received 122 votes for representative. His opponents were Mr. Lawson with 39 votes, and Dr. Redding with 9 votes. H. Whiteside secured 88 votes

for county attorney, while his opponent, C. W. Ellis, received 44. Harry Hodgson was nominated clerk of the district court without opposition. Taylor Flick received the nomination for superintendent of public instruction; and L. S. Shields was nominated probate judge.

Officers selected at the general election held November 7, 1872, were: C. C. Hutchinson, representative; H. Whiteside, county attorney; Harry Hodgson, clerk of the district court; A. C. Kies, county clerk; E. Wilcox, treasurer; Chas. Collins, sheriff; S. Hammond, register of deeds; L. S. Shields, probate judge; Taylor Flick, superintendent of public instruction; D. Updegraff, coroner; C. C. Bemis, W. J. Vansickle, W. H. Bell, M. L. Reading, J. M. Leidigh, and W. Shoop, county commissioners.

The first home in Hutchinson was moved from Newton by A. F. Horner on November 13, 1871. He was then prominent as a merchant at Newton. This house was located at 7 North Main Street. The lot was donated by the Santa Fe railway because the house was the first in Hutchinson. It has historic interest because it also won lots for the owner by being the first house at Newton and several other towns. It was known as the "Black Walnut House." Material for the erection of the first stores was hauled first from Newton, and later from Halstead.

The second city election was held Monday, April 7, 1873. There was but little interest shown, only one ticket was in the field. Only 56 votes were polled. C. L. Kendall was elected mayor. Others chosen were J. B. Brown, police judge; S. M. Bell, Chas. Chambers, R. C. Bailey and T. W. Cochran, councilmen.

CHAPTER V

Development of Industries

The sale of land, which was available cheap in Reno County and surrounding counties, was probably the first business. The leader in this work was the founder of the city, C. C. Hutchinson, land agent for the Santa Fe railroad. The railroad owned alternate sections for ten miles each side of its rightaway. This land was ceded to the railroad by the Government to aid in construction of its lines.

Bread was a commodity which was in immediate demand among the early settlers. The first bakery was established by Jacob Koestle in a small building across the railroad tracks.

The first hostelry in Hutchinson was known as the Eagle Hotel. It was on the southwest corner of Main Street at Sherman. The proprietor was J. S. Fay. This hotel was the initial lodging place of many of the

first settlers. While it was a small frame building, it had a friendly lobby with a glowing fire that furnished a welcome retreat for the first inhabitants.

E. Wilcox & Son, wholesale dealers in iron, steel, and cutlery, as well as hardware and agricultural implements, were among the first merchants.

Other pioneer firms were E. L. Meyer and Company, druggists, at 9 North Main; Evarts & Drew, groceries and provisions, at Main and First Avenue; Norman & Ingham, groceries, on the west side of North Main Street; Jordan & Bemis, dry goods and groceries, northeast corner of Sherman and Main; D. M. Lewis, real estate; William Carpenter, furniture; Mills Baker; R. E. Fletcher, blacksmith; A. S. Dimock, roofing; Charles S. Scoresby, contractor and builder; Mack McAllister, barber.

One of the first industries was the gathering and selling of buffalo bones on the prairie because of the wholesale destruction of the buffalo herds. At one time the "bone pile," located about where the Bisonte Hotel is now, contained more than 250 tons of buffalo bones.

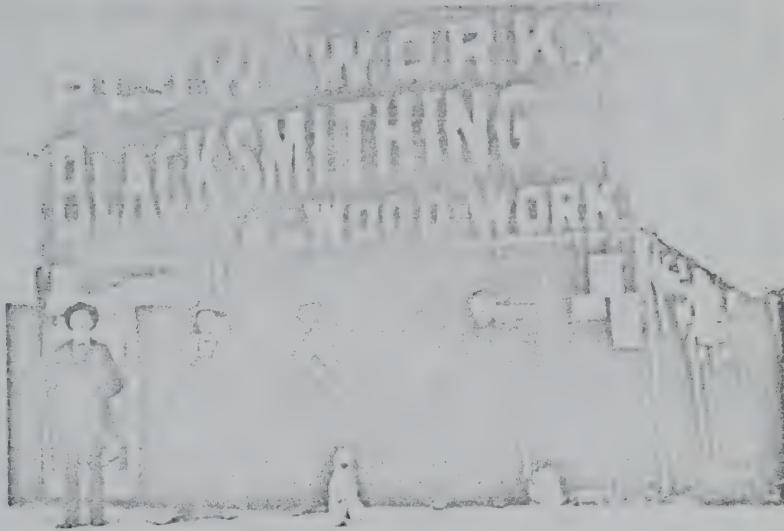
Joe E. Talbott states that in the first years of Hutchinson, gathering bones was the only way some people had of making a living. He said at one time there was a pile of bones two or three hundred feet long containing twenty carloads. Mr. Talbott explained that it was sometimes a week's work to gather a wagon load of bones for which settlers received from four to six dollars. C. B. Myton was the bone buyer.

Hutchinson's population in November, 1872, was 450 inhabitants. Reno County was one year old on November 13, 1872, and had a population of nearly 4,000. Up until that time, there were but few homes on the claims in this vicinity. Not a settler had crossed the Arkansas River and buffalo ranged over the ground.

The delivery of mail to the business firms was quite slow in 1872. The nearest post office was Atlanta, 25 miles northwest and Newton, 30 miles east. W. H. Caldwell, postmaster, brought the mail without pay from Sedgwick City to his house, six miles below Hutchinson at the mouth of Cow Creek.

In November of 1872 the city of Hutchinson included one school, a handsome structure 30 by 50 feet in dimensions; a bank; a public school; a first class newspaper; two livery stables; two paint shops; a blacksmith and wagon shop; hardware store; two millinery stores; a harness shop; two boot and shoe shops; three bakeries; two hotels; two butcher shops; a daguerrean gallery; five boarding houses; two drug stores; three grocery stores; a furniture store; two lumber yards; two

coal yards; one stone and lime yard; two land offices; two insurance offices; two physicians; three clergymen (Presbyterian, Baptist, Methodist); five law offices; three contractors and builders. The business buildings were all constructed of pine as brick could not be obtained for this season's building.



This blacksmith shop stood at Ave. B and Main where J. S. Dillon and Sons Store is now. From left to right the pioneers are: Samuel Carey, father of Emerson Carey, Emerson Carey, unidentified, Geo. Ward, blacksmith

Main Street extended one and one-half miles south of the depot to the Arkansas River. Cow Creek had been covered with a fifty foot bridge across Main Street. The bridge was described as a handsome structure with stone abutments.

The first Courthouse, completed in November, 1872, was located near the Cow Creek bridge on Main Street. It was two stories in height with a basement for the jail. The structure was 40 by 60 feet in dimensions.

In December, 1872 Hutchinson had a steam grist mill operated by Mr. Kendall. The mill was a frame structure two stories high, 18 by 30 feet in dimensions. This was evidently Hutchinson's start in the milling business, which has become a very important industry.

The first market report in the *News* was on December 5, 1872. Quotations were: Wheat — none in the market. Corn per bushel — 30c. Barley — none in the market. Rye — none in the market. Coffee

— 15c per pound. Beef — 10c per pound. Pork — 12½c per pound. Buffalo steak — 3 to 5c per pound. Bacon — 15 to 20c per pound.

In July, 1872, Hutchinson was headquarters for the Santa Fe Railroad's second division. On July 18 of that year, the railroad was laying tracks six miles west of Great Bend. On October 17, 1872, the division point was changed from Hutchinson to Newton. The railroad officials later decided to move back to Hutchinson; this was made the division point on March 27, 1873. Mr. Norton, who was then road-master, stated that many new improvements were to be put under way at once. They included a new round house, turn table, and coal shed. The railroad was also making plans to build a new depot.

The first business house in Hutchinson was erected by C. B. Winslow and L. H. Allbright in 1873. This store building originally was 25 by 50 feet in dimensions. It was two stories high and had a cellar. Later the building was enlarged to the length of 100 feet and was increased to 80 feet in width.

The first bank, established in Hutchinson on October 12, 1872, was a private bank opened by C. C. Hutchinson. It was continued until 1876 and later became the Reno County State Bank.

Hutchinson's first jewelry store was started December 12, 1872, by Mr. Gueissaz. He first had a shanty adjoining the Wilcox store but soon moved to the west side of the street. Later he moved to the east side of Main Street, next to the post office, and was joined in business by J. B. Dickey.

Among the first real estate firms in Hutchinson was that of John Brown and L. A. Bigger, who came here in 1872. In addition to their private business, they were land agents of the railroad company. They are reported to have sold about one-half million acres of land. Their office was in the Wilcox Block.

Hutchinson's first grain dealer was C. B. Mayton, who dealt in grain, cattle, and hogs. He also had a small elevator.

Early day merchants in Hutchinson in 1872 and 1873 included: L. E. O'Neal, feed dealer; S. M. Bell, lumber man; The Reno County Coal Company, which was boring for coal on the claim of James McWilliams; J. Ruble Meat Market; and Crow and Myers, who bought a livery stable, first owned by W. T. Hayes.

The E. L. Meyer Drug Store was opened March 25, 1872. The size of this store was doubled in August of that year. This firm, during 1873, had the largest amount of merchandise along the Santa Fe line west of Atchison.

Many new business firms were established in 1874. A Mr. Empey.

who was connected with C. C. Hutchinson, arrived in January to start a new mill. A. J. Blodgett purchased the coal yard owned by Crow and Shields. Mr. Roush, from Osage Mission, opened a store in February.

Livestock raising was the leading industry in this vicinity in 1874. Some of the leading stockmen were: J. H. Rhoades, J. K. Zimmerman, Judge L. S. Shields, S. H. Hammoned, W. H. Cadwell, W. H. Ingham and Joshua Cogwill.

In July, 1875, John Payne opened a store, opposite the Reno County Bank, to sell grain and feed. Mrs. C. L. Conida opened the first women's hair dressing establishment.

J. P. McCurdy, who operated a butcher shop here in the early days, sold out to Richardson and Price on September 2, 1875.

A company was formed in September of 1875 for the purpose of manufacturing salt. It was capitalized at \$100,000. It was known as the Arkansas Valley Salt Company and had furnace capacity for 30 barrels of salt daily. The officers were: F. E. Gillet, President; E. Wilcox, treasurer; Hiram Raff, secretary; E. A. Smith, engineer; and C. C. Bemis, superintendent.

The first water mill in Hutchinson was constructed in 1876. It was owned by C. C. Hutchinson and Company. It was located on Cow Creek. The mill was opened on July 4, 1877. Cash rates were advertised as follows: Wheat — 12½c per bushel; Rye — 10c per bushel; Corn — 6c per bushel. The men in charge of the operation of the water mill were: T. A. English, general superintendent; James Underbuyer, head miller; D. B. Buchanan, David Roberts, Wm. Underwood, M. B. Cochran, R. D. Nokes and M. Dearlove, laborers.

A local man, E. L. Meyer then prominent as a druggist, received a commission from the President of the United States on February 21, 1878, to serve as an honorary commissioner to the Paris Exposition. The commission was signed by Rutherford B. Hayes, President, and William M. Evarts, Secretary of State.

On March 28, 1878, George Shears, the grandfather of the George Shears of Shears and Sons, contractors today, constructed his own kiln for the baking of brick two miles east of the city. In February of the following year, he built another brick kiln and was reported to have twenty thousand brick in the making.

H. H. Carr, who was formerly connected with J. S. George, a local merchant, purchased the stock of E. A. Leighty in 1877 in the News Building and started a grocery business there.

In January of 1879 E. Wilcox opened a machine shop in the rear of the Hutchinson Lumber Company.

A new lumber company was organized in August, 1878. The new organization included J. S. George, president; E. L. Meyer, vice president; R. E. Taylor, secretary; E. H. Gregg, treasurer.

Business changes in 1879 included the purchase of the W. D. Dunkin and Company Hardware Store on North Main by Burt Wilcox. N. Carpenter and M. Foote opened a new hotel north of the Santa Fe railroad on June 10 called the Windsor House. Fogg Brothers opened a grocery store in the south room of the E. Wilcox Hardware Store on June 5.

A new bank building, constructed entirely of stone with an ornamented front piece was completed in June of 1879.

The first record of electric lights in Hutchinson was on July 13, 1882. The Brush Electric Light Company installed two lights for the Allison-Devier Mercantile Company and one for George C. Updegraff and Brother.

A new wholesale grocery house was started on July 20, 1879. It was operated by C. Bloom and Company who were associated with the firms, West, Allison and Company and the Allison-Davies Mercantile Company.

Evidently 1882 was a good crop year in Reno County. Wheat averaged 30 bushels per acre. As a result of more prosperous times, a new iron front was installed at the Opera House. A county fair was held on September 7, 8, and 9.

Hutchinson's first telephone was put in operation between the water mill and the stone front building on August 17, 1882. The *News* of that date announced that a new grist mill was being erected on West Second Street by G. T. Hern. It was to be operated by a windmill.

The Hutchinson water works began operation on February 24, 1880.

A telephone company, which was incorporated by Empey & Burrell, Joe Brown, W. R. Brown and some others was announced in March, 1881. The line was put in operation through Hutchinson, Arlington, Saratoga and then on to Medicine Lodge.

In January of 1880, Hiram Taylor, a brother of Gen. T. T. Taylor of Little River, arrived in Hutchinson from California to go into business. During that month J. L. Penny was reported as being well along with the construction of his new mill south of Cow Creek.

The Reno County Bank established in 1876, had a paidup capital of \$20,000 in May of 1880, and also a surplus of \$3,000. I. T. Hosea was president; other officers were: E. L. Meyer, vice president; S. W. Campbell, cashier.

October 21, 1880, John J. Carey started a coal business. The fol-

lowing week A. McInturf put in a picture gallery on Sherman near Main.

The population of Reno County in April, 1881, had increased to 12,834 which shows that this section of the country had attracted many home seekers.

In September, 1881, the Kansas Sugar Refining Company began business. The company first operated on a small scale but in January, 1883, the company erected a building of stone and brick, four stories high, 75 by 85 feet in dimensions. It had also installed improved machinery for reducing sugar cane to syrup and sugar. It was stated that the plant would use all the cane that could be produced in 1883. The company planned to cultivate 2,000 acres of cane, as well as contract for every acre the farmers would raise. Officers of the company were J. H. Clarr, president; S. E. Temple, secretary; W. H. Onderdonk, superintendent.



Shown is Hutchinson Foundry & Blacksmith Shop, 15 Ave. B. West — originally at 117 W. Sherman

Other old time business establishments included: C. Taylor and Son, dry goods merchants who started business in June of 1877; Wilcox and Dice were also early merchants. E. Wilcox came to Hutchinson in January of 1872. Other business men who were here when Mr. Wilcox arrived were: R. C. Bailey, Jordan & Bemis, Roddy Miles, and Dr. Pough. Mr. Wilcox's first store was a frame building, 24 feet square.

Later Mr. Wilcox and Mr. Dice, who came in 1888, went in partnership in a foundry and machine shop. J. W. Hosea established a dry goods house in Hutchinson in 1878. He came from St. Joseph, Missouri. J. H. Shaham came in 1871 and filed on a piece of land. He farmed a short time, then went into the grocery business with Charles Decker. The first job printing concern in Hutchinson was operated by Wibble Brothers. The Alliance Elevator Company constructed the largest elevator east of Emporia in 1883.

In October of 1883, I. Goldberg moved into his new store in the Rexroad block. His new location was 100 feet long and had the largest plate glass front in the city. A brewery was started in Hutchinson in October, 1883. A United States officer was in charge, and a government lock was kept on every vat so that not a drop of the liquor could be gotten out, even by employees.

On December 6, 1883, a contract was reported to have been let for erection in Hutchinson of a packing house by a firm composed of Kirtland & Rugg.

Ed. Sidlinger started a new drug store on Main Street in 1883. This store was operated as the Sidlinger Drug Store until the death of Art Hess, who was employed in the store many years. Mr. Hess was a nephew of Mr. Sidlinger, a brother of Dr. Sidlinger, a pioneer physician.

On June 5, 1884, a charter had been received authorizing the Hutchinson National Bank to conduct business in Reno County. It stated that a bank building would be erected on the corner formerly occupied by Kanaga & Duckworth, grocers.

S. G. Johnson came here in September of 1871 and located on East Sherman Street. J. H. Young came in 1873 and opened a drug store in 1879. J. R. Carr, who came in July of 1872, kept a boarding house first, and later conducted a bakery. In 1877 he constructed an ice house and soon had storage room for 400 tons of ice.

Mrs. H. C. Brown came in April, 1872. Her house was the fourth erected in this city and the first two-story structure. She operated a boarding house.

G. W. Carpenter came from Chicago in 1871, started a livery business, and also dealt in coal. Dr. G. F. Tucker, dentist, came from Iowa in 1872. He was the first dentist in this part of the country. His office was over the Reno County State Bank.

James Redhead and Company established a general banking business in January, 1879. The firm constructed a two-story brick house on Main Street. G. A. Woodard came in 1878 and operated a confec-

tionery store. Mrs. E. J. Kinman was an early day book merchant. The first harness shop, opened in 1872, was owned by M. Sanders. He constructed the steam mill later, and after running it for a year and one-half, operated as a grain buyer. Frank Broadwell came from Illinois in 1873 and opened a confectionery store.

The Reno County State Bank was organized in April, 1876, with a capital of \$50,000. E. Wilcox was the first president and S. W. Campbell, formerly of St. Joseph, cashier. This corporation took over the banking house of C. C. Hutchinson and Company.

In August 28, 1879, the firm of Goldberg & Minia dissolved partnership, and each of the two partners started a store. In September of 1879, John Martin opened a tailor shop and O. Wolcott was operating a livery, feed, and sale stable on First Avenue West. In June of 1879, Jim Lee, the first Chinaman to arrive in Hutchinson, started a laundry.

The Hutchinson and Arlington telephone Company began operation August 20, 1885. Stockholders were: G. T. Empey, J. F. Vincent, W. S. Randle and E. M. Randle. Cost of the plant was about \$800. The office was in Randle's coal office.

The Interstate Gas Company was granted a franchise for building and operating a gas plant December, 1885.

R. E. Jones of Burrton was making arrangements to construct a large flour mill on May 9, 1888. The mill equipment was to be moved from Garfield.

The Hutchinson Shirt Manufacturing Company applied for a charter in 1888 with capital of \$5,000. Officers of the company were: J. E. Howe, president; E. S. Russell, secretary-treasurer; and O. K. Leigh, manager. The company was located in the Puterbaugh building.

The Hutchinson Ice Company was organized in 1888 with J. F. Redhead, president; S. W. Campbell, vice-president; and A. W. McCandless, secretary-treasurer. The plant was to produce 20 tons of pure ice daily. It was located on Avenue C East.

Erection of the Garfield Mill Company's flour mill, on Avenue D East, was underway in May, 1888. W. H. Kennery was president and manager of the company and Peter Emerson, secretary.

John H. Armstrong of Pittsburgh, Pennsylvania, a representative of the Cincinnati Soda Ash Works, was in Hutchinson on May 27, 1888, to let a contract for the erection of a soda ash factory in this city.

By September 2, 1886, it was very evident that Hutchinson was destined to become a railroad center. Bonds were voted for aid to the Rock Island, and Salina and El Paso railroads. In December of that year, the Rock Island railway company purchased property on Avenue D East

and Main. Hutchinson was then said to be the largest city on the Rock Island between Topeka and El Paso.

The Hutchinson National Bank was organized June 16, 1884, with paid up stock of \$50,000, and a surplus of \$8,500. The authorized capital was \$300,000. The first officers were W. E. Burns, president; G. W. Hardy, vice-president; and J. F. Greenlee, cashier. Directors were W. E. Burns, G. W. Hardy, T. J. Anderson, Frank Vincent, S. B. Zimmerman, C. B. Winslow, J. S. May, George C. Updegraff and F. R. Chrisman.



Corner of Sherman and Main Street in 1880. Old Home of First National Bank is shown on left. Next door was the E. L. Meyer Drug Store

The old Reno County State Bank established in 1876 was succeeded by the First National Bank on July 15, 1886. At that time the bank had a capital of \$50,000. Officers of the bank were S. W. Campbell, president; L. A. Bigger, vice-president; and E. L. Meyer, cashier.

A building boom was getting under way in 1888. Plans and specifications were ready for ten new two and three-story buildings to be constructed on Main Street. One was to be erected by Carpenter & Hyde and another by John Carter of Jacksonville, Illinois. Mr. Carter was also planning a two-story building, and another had been planned by Pat Holland. The above structures were to be located on the west side of Main Street. A. J. Higley and J. L. Penny were each to erect two three-story structures on the east side of Main. W. C. Edwards also was to build two two-story buildings on that side of the street. Total cost of this building program was estimated at \$85,000.

The American Steam Laundry opened for business on December 20, 1898. It had machinery valued at over \$2,000. William Knight was manager. This laundry was purchased by A. Hayden and Frank Vannetta on March 23, 1890.

The Model Steam Laundry located at 15 Second Avenue West started business on January 4, 1897.

The Standard Oil Company announced plans in November, 1886 for making Hutchinson its southwestern supply point. A location was purchased near the Missouri Pacific depot for the erection of a 15,000 barrel tank.

Excavation for construction of the Fowler & Underwood Packing House was started in November, 1888. This company began operation May 21, 1889. It was located east of the city, and killed 800 hogs on its first run. In May of that year Tobey & Booth, Chicago packers, opened another packing house.

The Missouri and Kansas Telephone Company began operation on August 31, 1889. In 1897, Hutchinson was connected by telephone with Kansas City. The Missouri and Kansas Telephone Company constructed a long-distance line to connect this section of the state with the Bell System.

In December of 1888, H. Snyder decided to move his large planing mill here from Larned. Later his company, known as the Hutchinson Planing Mill was enlarged by the addition of a lumber yard. This company had a capital stock of \$10,000. Directors were James St. John, A. W. McCandless, M. W. Wagner, and F. W. Casner.

The city granted a franchise on June 10, 1886, to John Severance for operation of a street railway. The line was to begin at the north city limits on Main and be completed down to Avenue A before March 1, 1887. An extension of the street railway company's line was started on December 9, 1888. It included a line running to the Gouinlock and Humphrey Salt Works and also to Tobey and Booth's Packing House. The street railway company was sold by Fred A. Forsha on July 10, 1889. The new owners were L. A. Bigger and Captain Mather of Texas. S. C. Bennett was superintendent.

G. C. Lehmann and C. E. Higgenson of Humboldt came to Hutchinson on June 10, 1888 to construct a large wholesale grocery warehouse.

The first passenger train over the Rock Island from Hutchinson east was December 20, 1888.

Work was started on the construction of Hutchinson-Oklahoma & Gulf railroad through Hutchinson on May 15, 1889.

J. P. Harsha, Mayor of Hutchinson in 1900, became President of the Hutchinson Grocery Company in January of that year, through retirement of F. Greenlee.

Will Puterbaugh, who had been in partnership with Emerson Carey

in the ice and coal business, withdrew to become a salesman for a big fuel company.

The Wells-Fargo Express Company purchased property just south of the Santa Fe tracts on the east side of Main Street on June 10, 1901, for the erection of an office and store room.

The Parkhurst-Davis Wholesale Grocery Company of Kansas City opened a branch here in December of 1901. J. C. Petro was manager.

April 12, 1904, the Arkansas Valley Transit Company announced that it would erect an electric railway from Hutchinson to Newton and Wichita. On May 2 of that year, Mayor Harsha drove the first stake for the survey of this railroad at the corner of Second and Main.

The erection of a four-story building for the Sentney Wholesale Grocery Company at Second and Poplar was underway December 19, 1904. This company began business March 31, 1905.

The old street railway company, which operated the horse or mule drawn cars, was re-organized as the Hutchinson Interurban Railway Company January 17, 1906, when the charter was granted. The new company had \$100,000 in capital stock. Among names on the incorporation papers were Emerson Carey, W. Y. Morgan, J. S. George, T. J. Templar and K. E. Sentney.

The Santa Fe railroad started the erection of the Bisonte Hotel on October 5, 1906. This hotel is of English design and is one of the nicest on the Santa Fe System.

The Taylor Motor Company, operated by Harry Taylor, who was associated with the Hutchinson News Company, after its purchase by W. Y. Morgan, moved into its new location on East Sherman street, April 9, 1909. Mr. Taylor operated this business until 1921, when it became the Ragland-Kingsley Motor Company.

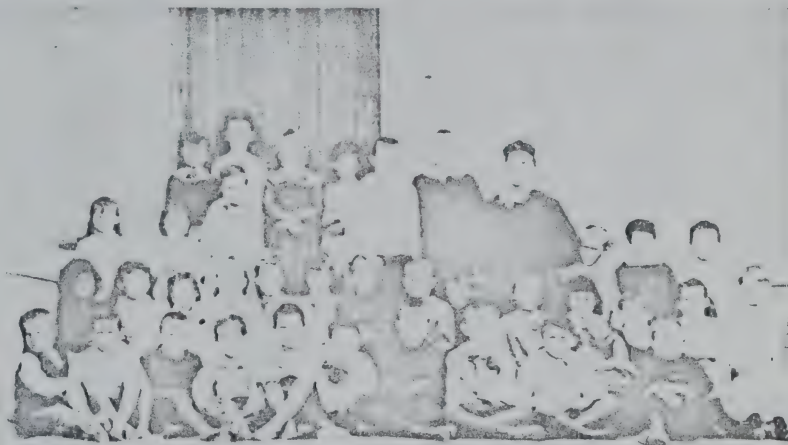
The Haines & Miller Paint and Glass Company established a wholesale business on South Main in April, 1910. During that month the Rohleder Hide & Fur Company which moved from Atchison, constructed a warehouse near the Missouri Pacific tracks on South Washington.

The Jett-Wood Mercantile Company and the Central Mercantile Company, two of the largest wholesale grocery establishments of Hutchinson, were merged on August 10, 1922.

Agitation for a municipal airport was started in Hutchinson in December of 1927 by L. P. Guinn, a local aviator. During the following year a Hutchinson chapter of the National Aeronautic Association was formed for the purpose of promoting a municipal airport. This organization was assisted by the Chamber of Commerce. A joint com-

mittee consisting of Ray Streeter, president; Walter Jones, Chas. Pells, Dr. C. S. Kile, Harry Stevens, A. M. Grall, V. E. McArthur, Clarence Everett, R. L. Guldner, and Ernest Friesen, with the aid of government aeronautical experts, recommended the selection and purchase of the Hutchinson Municipal Airport, after bonds had been voted.

Hutchinson's importance as a creamery center was shown in 1928 when 350 carloads of butter were shipped during the year. There were five creameries in operation then with a capacity of about seven million pounds of butter a year. Those creameries were paying \$2,240,000 a year for butterfat.



First group of students at Allen School

CHAPTER VI

Hutchinson's School System

Before the new prairie town of Hutchinson developed enough faith in her future as a city to provide public schools for her children, an enterprising young lady, Miss Jennie Hodson had started a private school. This school, highly select on account of its support by private donations, changed locations frequently. Mrs. Stanford Maulsbury was the second teacher. In April, 1873, a second private school, taught by Miss Hattie Smith, opened in the billiard hall, at A and Main Streets.

But by June, 1873, the citizens voted bonds of \$15,000.00 to build a public schoolhouse. E. L. Meyer sold the bonds in St. Louis. This

first building for the schools — four rooms, soft red brick — was erected on the site of the Sherman Junior High School. This old Sherman Street School was an eight room building. A broad strip of virgin prairie separated the school site from Main Street. J. T. Lane first rang the bell in the fall of 1873. Other early teachers were: Jennie McKinstry, S. M. Zimmerman, Mr. Leslie, Ralph Easley, Miss Culver and Mrs. E. H. Richardson. A. W. McCandless began his long association with the city schools as a teacher in Sherman School in 1880.

The development of Sherman School is typical of the growing school system. John Chrisman said there were no graduating classes at first — one just quit when he had finished. Mr. Chrisman remembers Ed Moore, Mrs. E. S. Handy and Mrs. Sam Hutton among his classmates of the early days. Mr. Chrisman went to the State University in the fall of 1877 — the first student to enroll in the University from Reno County. The first formal graduation exercises were in 1882 when Mrs. Jessie Woodnut and Mrs. Sam Hutton (Lucie Meyer) were the two graduates. Walter Price was a member of the class of 1883. But in 1884 after the roof of the original four room school had been raised to cover an upstairs for a high school, there was a class of seven who gave "Speeches before the citizens" on graduation night. These seven were: Sheridan Ploughe, May Evans, Daisy Mulkey, Lizzie Northcutt, Harry Ballinger, Lizzie Haraha, and Marie Bair. The high school was housed in these upper rooms until 1891 when it was transferred to the new Central building at Fifth and Maple. Principals of the Sherman Grades following J. T. Lane were: Laura A. Payne, 1894; L. T. Gibbons, 1895; Helen M. Willard, 1899; W. S. Higgs, 1902; Ethel Botkins, 1904; Luressa McElroy, 1907 to 1919; S. D. Hendrix, grades and junior high school, 1919.

The original Sherman building was replaced in 1915 by the first unit of the present building, a modern structure costing \$70,000. The new building was planned to care for the type of school known as the Junior High, a comparatively new venture in 1915. The new plan provided for a more varied curriculum, more activities. It was introduced first in the seventh and eighth grades, the ninth grade classes being taken in 1916 from the crowded high school at Fifth and Maple. At the house warming in October, 1915, Hutchinson saw departmentalized activities in the two upper grades, gymnasium, manual training, and domestic science rooms. Other new features were the indirect overhead lighting, automatic ventilating systems, and sanitary drinking fountains. The first principal of the new building in charge of the first six grades was Miss Luressa McElroy. Edward Cheskey was prin-

cipal of the junior high in 1916-18. Following were R. C. Kantz and S. D. Hendrix, each served a year.

In the fall of 1920 the lower six grades were transferred to the new Winans building. Sherman had become solely a junior high school. Five years later the increased enrollment made it necessary to build a large annex south of the original unit to provide new classrooms, an auditorium, and gymnasium. During the rapid growth from 1920-26, C. M. Lockman, now Dean of the Junior College, was principal. New opportunities in service and leadership were offered in music and in student organizations such as the Hi-Y, the Girls Reserves, and the Student Council.



Grandview Grade School

Since 1926 R. L. Steinheimer has served as principal at Sherman. His administration has brought an extension of wholesome activities for the development of character and good citizenship — playground and gymnasium activities on the intra-mural basis, shops, hobby clubs, orchestra, home-room groups, a school newspaper, and a new award system for all around good citizenship. Beginning as the only school in 1873 with an enrollment of 70, Sherman School now has nearly eight hundred (three grades only), and is now only one of the fifteen school units — eleven elementary, two junior high schools, one senior high school, and one junior college — with a total school enrollment of over 6,000.

The prairie town soon outgrew its first elementary school building. Northside School, at first a six room, soft brick building, on the site of the present senior high school grounds, was opened in the fall of 1884. For twenty-six years the old building served our youth. Principals in this old Northside building were: Oliver Jones, 1892; D. A. Baughner, 1894; Fred E. Robinson, 1896; Charles E. Tedrick, 1899;

Mr. Willis, W. E. Hagg, 1904; Ernest Murphy, 1905; and Ethel Botkin, 1907. In 1909 a growing city made more adequate school housing imperative. Since the building on the old site was declared unsafe, it was wrecked and a new Northside, a fine building of ten rooms was erected at Tenth and Maple. Miss Ethel Botkins served as principal from the opening in 1910 till 1942. Loren Wellmon, principal for two months in 1942 before entering the army was succeeded by Clyde Burk.

Three years after Northside opened in 1884 on the old site, a southside school was erected at Maple and Bigger. This school called Southside or Maple served its community for thirty-six years. There were six rooms in the beginning but later six more were added. In 1923 the fine new building of sixteen rooms and an auditorium, now called Lincoln, was erected in place of the old one. Mrs. John H. Payne, 208 East E Street was the first grade pupil the first day of school at this Old Maple Street building. Her teacher was Miss McCorkle. At that time there was only one building south of the church at Elm and F.

Principals of this southside school have been: Mrs. Moore, 1887; W. D. Puterbaugh, 1894; D. A. Baugher, 1897; H. E. Malloy, 1899; Helen M. Willard, 1902; Luressa McElroy, 1904; Charles E. Tedrick, 1905; Grace Eastman, 1907; L. J. Burke, 1943; and Orville Kerr, 1945.

Three schools — Sherman in the center, Northside for the north part of town, Southside for the south — that was adequate for Hutchinson school needs until the close of the 1880's. Then a great expansion took place. Four new buildings were erected within two years. In 1889, three grade buildings, each of eight rooms, were put up — Allen at Tenth and Monroe to care for the west, Fourth Avenue at Fourth and Pershing to care for the east side and Avenue A at Avenue A and Madison to care for the southwest. One year later, in 1890 the Central school, an imposing structure of ten rooms, was erected at Fifth and Maple for a grade and high school building. On the completion of Central, the high school, housed in the upper rooms of the Old Sherman building, was moved to Central to stay for twenty years.

Principals serving in these schools have been: At Allen, Sara Kelly, 1894; Grace Hudson, 1898; Ethel Botkin, 1900; Lella Watson, 1904; Flora Hardcastle, 1912; May Hartford since 1928. At Avenue A, Fred E. Robinson, 1894; Helen M. Willard, 1896; Isaac Smith, 1898; Luressa McElroy, 1899; Chloe Carpenter (Mrs. Briggs), 1904; Sadie Eastman, 1905; Monica Allen, 1920; Josie Perkins, 1921; Mark Lumb, 1941; Charles Tinder, 1945. At Fourth, Frances Okes, 1894; Mary Woodson, 1896; Ida Johnston, 1899; Edna Kinder, 1900; Beatrice

Clark, 1904; Jane Hudson, 1906; Myrtle Buser, 1910; Ella Benscheidt, 1916; Will Billingsley, 1942. At Central (grades 8-9) Mrs. E. H. Richardson, 1894. There were no grades at Central from 1901 until 1910. Jane Hudson was principal from 1910 to 1942, Roscoe Coyne from 1942 to 1945. Wilmie Moore became principal in 1945.

Some of the men later referred to as superintendents undoubtedly served as principal of the high school in the 1880's and early 1890's. The records show Mrs. E. H. Richardson as principal in 1897 and that the first class to graduate in the four year course (1896) had twelve members as follows: Sibyl Anderson, Bert Baker, Chloe Carpenter (Briggs), Beatrice Clark, Lenna Cooper, Mable Chrisman, Grace Eastman, Mayme Irwin, Fred Leidigh, Agnes Madden, Percy Thompson and Marguerite Wise. Richard Price was principal in 1901; C. W. Kline, 1902; C. A. Wagner, 1904; W. C. Hutchinson (later City Commissioner of Utilities), 1908; S. L. Palmer, 1909. Mr. Palmer was the last high school principal in the Central building and the first in the new building at Seventh and Walnut in 1910. The members of the last class to be graduated from the high school in the old Central building in 1910 were: J. Bryon Astle, Mary L. Bacon, Bertha M. Benson, Blanche E. Blanpied (Camp), Zenata Cory, Eva E. Eby, Sam G. Fairchild, James N. Farley, Roy Gabrielson, Arthur Galloway, Maude Gardner, Mary Jane George, Paul Gray, Sarah Grimes (Colladay), Robert Hood, Estella Jones, Lea Kirkman, Ben Lamborn, Flossie McDonald, Elizabeth Martin (Farley), Charles Mills, Ethel Niver, Leila Reitz, Chester Routledge, Grace Rutledge, Gertrude Showman, Grace Shelley, Fred Soper, Alice L. Stevens, Mary Sweetzer, Louise Talmadge, Bernice Townsend (Mayfield), Justin VanDolah, Stewart Watsch, Chauncey Veatch. There were 331 enrolled in the high school the last year at Central. The ten high school teachers this last year of the old regime were: Agnes Anderson, Emma Beck, Ellanora Harris, Grace Smith, Wilmer Falkenrich, Ida Johnson, Mrs. E. H. Richardson, Sara White, E. J. Daigle, and Theo. Robinson.

The new high school building erected at the site of the old Northside School at Seventh and Walnut in 1910 is a fine structure of three stories with twenty-six classrooms, an auditorium and a gymnasium. It was designed to accommodate 800 pupils. The enrollment the first year was less than 400. Principals in the new building have been: S. L. Palmer, 1910; E. F. Ewing, 1914; George F. Brooks, 1915; A. D. Catlin, 1918; George F. Brooks, 1919; and J. F. Gilliland since 1924.

The city's growth to the east by 1912 called for a school on extreme East Fourth. This frame building of three rooms was ready by the

fall of 1913. Principals in this school, named Grandview, were: Monica Allen, 1916; Julia Peed, 1920.

By 1916 expansion of the city to the north had created a need for a junior high school to serve that area. A new building, called Liberty Junior High, was erected at Fourteenth and Adams and was completed in the fall of 1917. Children of the first and second grades were housed with the junior high pupils in the building until completion of Roosevelt School in 1920. This new building featured shop rooms, laboratories, gymnasium, auditorium, a library, a new homeroom program, hobby clubs and new opportunities in music. J. W. Jarrott, principal from the beginning, has continued to lead the school in its developing program which now features special motion pictures for school use. The enrollment in 1946 is over 600.

At the beginning of the 1920's another expansion of school service was necessary. The Roosevelt grade building of twelve rooms was erected in 1920 at Sixteenth and Adams for the northwest section of the city and Winans grade building of twelve rooms at Avenue B and Pershing to care for the area east of Sherman School. In 1921 a new Grandview building of nine classrooms and a small auditorium was erected on east Fourth Street. In 1923 the old Grandview building was moved to Careyville, and reconditioned to serve that community as an extension of the Winans district. It was renamed Lakeview.

Mrs. May Vogenitz served as principal at Roosevelt until 1939. Grace Casebolt became principal in 1939. Principals at Winans have been Sadie Eastman, 1920 to 1927; and Julia Peed since 1927. At the new Grandview building, Julia Peed was principal from 1920 to 1927, Mrs. Lulu B. Ricketts from 1927 to 1931, and Wilmie Moore from 1931 to 1945. Roscoe Coyne became principal in 1945.

In 1939 a new school, named Washington, was established on West Eleventh Street, west of the Canal, to serve that expanding area. This school is attached to the Allen district.

The kindergarten was a rather late development in the schools. Old records show that Miss Faurot started a kindergarten in the frame building in the southeast corner of the Sherman schoolyard on May 31, 1888. On August 12, 1888, Professor C. A. Woody of the Western Normal School announced the addition of a kindergarten at Northside in that year. Kindergartens were established at other schools as follows: Lincoln, 1919; Roosevelt, 1920; Winans, 1920; Grandview and Fourth and Avenue A, 1922; and Allen, 1923.

A modern development of the school system is the junior college. In a special election in April, 1928, the people voted three to one to

establish such a school. The new two year college was opened in the annex of the high school in the fall of 1928. The college courses offered are standard for the first two years. Several preparatory professional courses in addition to the regular Liberal Arts course have been added. The burden of original planning and organization of the college fell upon superintendent J. W. Gowans, and C. M. Lockman, Dean of the Junior College. The first faculty of eleven: Dean C. M. Lockman, Economics and Sociology; Melvin J. Binford, Physical Education; Marian Brookover, Home Economics; Edward Merrill, Forensics; Inez Frost, English; E. C. Campbell, History; Mamie Higgs (Snoddy), English; Mattie Kent, French and German; Edna Lesh, Spanish; Christine McPherson, Woman's Physical Education; Alfred Miller, Chemistry and Physics; Helen Moore, Mathematics and Dean of Women; Mabel Parks, Librarian; Don Sloan, Music.



Hutchinson Junior College

In the first year the junior college enrollment was 209 — largest for any Kansas Junior College in its first year up to that time. The seven graduates in the first class in 1929 were: Naomi Dunbar, John Higgins, Edgar Miller, Mina Miller, Florence Roscoe, Opal Riggs, Lucille Scribner.

In 1939 the first units of the modern buildings at Allen and at Avenue A were completed. The ten year building and modernization program of the Board of Education, approved by the voters in the February election, provides for the completion of these two buildings and the replacement of the old structure at Fourth Avenue with a large modern building.

The ten year building program approved at special bond election in 1946 includes five projects — the rebuilding of Fourth Avenue grade school, \$300,000; completion of Allen and Avenue A grade schools, \$300,000; alterations and additions, \$265,000; modernization of

buildings, \$190,000; and additional buildings, \$275,000.

Architects' plans for the first two projects — the rebuilding of Fourth Avenue and completion of Allen and Avenue A — have already been drawn up as have plans for additional bleacher space at Gowans Field, a project included under alterations and additions at a tentative cost of \$15,000.

Other projects listed under alterations and additions which the board is considering are as follows:

Northside, \$75,000; Winans, \$75,000; senior high, \$50,000; Liberty junior high, \$25,000; Sherman junior high, \$25,000.

Other structures planned are a physical education building at an estimated cost of \$150,000 and a library estimated at \$125,000.

There are many teachers in our schools who have given faithful service for years. Mrs. E. R. Richardson, a beloved teacher in grades and high school, had a remarkably fine influence. All her students remember the surge of a new love for reading and for fine literature which rose within them in her classes. Miss Ida Johnson (now retired) taught in grade and high school for forty years, 1894-1934. But the all time Hutchinson honors go to Ethel Botkin and to Grace Eastman. Miss Botkin began her service in Hutchinson with two years in the third grade and one year in the fourth at the old Northside, 1897-1900. She then served four years as principal at Allen, 1900-1904; three years as principal at Sherman, 1904-1907; three years as principal at old Northside, 1907-1910, and 32 years as principal at the present Northside, 1910-1942. Miss Eastman began her work in Hutchinson as a second grade teacher at the old Southside School (now Lincoln) in 1898. She taught for a time at Northside school before going to Lincoln as principal in 1907, where she was principal until her retirement in 1943. Miss Botkin and Miss Eastman each taught forty-five years in Hutchinson.

Honors are due also to members of the Board of Education who in sixty-four years have served the children and the city. The first Board of Education August 18, 1874, had three members as shown by the first record book: J. L. Penny, treasurer; E. A. Smith, director; C. W. Ellis, clerk. The *News* of December 14, 1882, said the members of the first board of the district were: D. M. Lewis, J. M. Jordon, E. Wilcox, E. L. Meyer, and Joe Talbott. The all time honors in point of service began in 1884. Mr. McCandless resigned in 1934. At one time there were twelve members on the Board of Education. Now there are six. The present members are: John C. Foster, President; Lee

Detter, Vice President; Mrs. Fred Adams, J. E. Conklin, W. J. Graber, and W. E. Upson.

For twenty years the business of being head teacher, or superintendent of schools, seems to have been a precarious job or maybe a brief interlude on the way to some other profession. Following the first teachers, J. T. Lane and Mr. Leslie, Professor McBride is spoken of as superintendent in 1880. G. W. Winans first served in 1882 for one-half year, Professor Silver one year, 1882; Frank E. Prigg, 1883-1886; Professor Shurr, 1886-1888; E. E. Helms, 1888-1889; H. C. Minnick, 1889-1892; H. S. Rogers, 1892-1893; J. A. McClain, 1893-1894. Then longer terms of professional leadership began. G. W. Winans served again from 1894-1902; R. R. Price, 1902-1909; J. O. Hall, 1909-1922; J. W. Gowans followed and continued as superintendent until 1943. He was then succeeded by Wendell Godwin.

CHAPTER VII

Religious Activities

Interest in church life in Hutchinson began in 1872, when Rev. Joseph Woodruff, a Cincinnati missionary preacher, was sent out by the Methodist church. His first sermon was preached in the Hodgson House on Main. Twelve men and one woman, Mrs. Martin Hoagland attended. She and her husband drove from their claim through a severe sandstorm to attend. Rev. Woodruff returned to Ohio and reported that prospects were very poor for establishing a church.

This service was the beginning of the Presbyterian church here. Those present were asked to name the communion to which they belonged, and Presbyterians predominated. This group asked Dr. DeWitt to write Rev. Timothy Hill, the synodical missionary, regarding a church. The result was a visit from Rev. Hill, and occasional supply services by Rev. Lackey of Peabody and Rev. F. S. McCabe, Topeka.

Early in 1872 a movement was begun to build a place of worship. C. C. Hutchinson headed the list of subscribers with lots valued at \$200 and \$100 in cash. Other names on the list were: E. L. Meyer, T. F. Leidigh, J. M. Brehm, J. L. Penny, L. Houk, E. Wilcox, M. Hale, J. R. Lindsay, W. E. Hutchinson, S. A. Atwood, D. Alexander, F. McGuire, J. M. Bean, and C. Collins. This money was raised for a union church, which soon proved to be unsatisfactory, and the building became the Methodist church.

The First Presbyterian church was organized July 28, 1872 with Rev. Jos. T. Potter as pastor. He was sent east to raise funds. After many disappointments he was rewarded by receiving \$500 from a Sunday School at Waterloo, New York. He secured \$1,500 from other sources, and on July 3, 1873 the church was dedicated free of debt by Rev. Timothy Hill. The cost of the structure was \$2,813. Rev. Potter was soon after called to missionary work in Persia. Returning 15 years later, he found the present stone structure where the old frame church had stood. Rev. D. M. Moore, Lawrence, Kans., was the first regularly installed pastor and there were 30 names on the church roll.

The first sermon preached in Reno county was by Rev. T. J. Griffith, a Methodist pastor, in March 1872. The service was held in a store building and 12 persons attended. Rev. Griffith organized the First Methodist church. He was succeeded by Rev. S. B. Presby, who started the Sunday School which first met at the courthouse. The first church building was completed during the pastorate of Rev. J. W. Fox. It was dedicated Feb. 14, 1872. The church structure cost \$5,200, and the membership included 125 persons. This building was later replaced by the present First Methodist church, which was remodeled and enlarged in recent years.



Trinity Methodist Church

The growth of Hutchinson northward resulted in the founding of Trinity Methodist church at 16th and Main. The first church there was a small frame structure which was used from September 1923 to October 1926. Rev. A. E. Henry was the first pastor. The first portion of the present unusual brick church was completed in the fall of 1926, and the remainder of the building which included a complete educational section for the Sunday School was completed in 1937.

The Christian spirit of the community was shown during the grass-

hopper devastation in 1874. During that year more than 2,000 persons were furnished food and clothing by the Ladies' Relief Society, organized by the Presbyterian church.

The Baptist church was started in 1876. The first church was at Walnut and Sherman. Early records were lost so the name of the first pastor is unknown. In 1887 the congregation had outgrown its building. Under the leadership of Rev. C. H. Wood, the structure was moved east on Sherman two blocks and enlarged. In 1889 lots at First and Maple were purchased and a larger church erected. It remained there till 1925 when fire destroyed the building. Baptists had previously bought lots at 8th and Main, so work was started on a new building. The present attractive church was dedicated in May, 1926. Funds are being raised now for the addition of an educational building.

The First Christian church was started by a little band of 17 persons August 8, 1876. For a short time they shared with the First Baptists in their frame building. Then they purchased the lot at Fifth and Main where a wood structure was first erected. In 1908 the present building was dedicated. In the 51 years of the church's history there have been 17 ministers including the organizer, Rev. Seevey. The membership of this church is reported to lead any other single church in the city.

The charter for Grace Episcopal church was filed at the state capitol August 19, 1879 by James Smith, Secretary of State. The parish was organized under the direction of Rev. James Newman. The present church was moved to Hutchinson from Nickerson in 1891, and has been used since that time. Grace Episcopal church recently purchased the Douglas estate property at 20th and Main and is raising a fund of \$75,000 to build a new building.

The first settlers of central Kansas were of Swedish descent. Two of them, J. P. Talbot and N. J. Patrick were among the earliest pioneers in Hutchinson. Mr. Talbot homesteaded where the Santa Fe station is now. He dug a well and built a sod hut on what is now Main street. Soon after their arrival, a colony of other Swedes came to this community. Other families continued to arrive. Rev. A. Lindholm arrived in 1883 to preach and baptize children.

The congregation of Emanuel Lutheran church was organized November 29, 1886 by Rev. A. W. Dahlsten in the Fred Ryde home. Thirty-three charter members were secured at the first meeting. John Rhodell, a student pastor was the first minister. In May 1888 Professor Phillip Thelander was called as the first regular pastor. The first church was built at Ave. C and Plum, and dedicated November 18,

1888. The present church and parsonage at Ave. B and Plum were dedicated in 1920.

Rev. Chas. Severance started the First Congregational church in 1888. The first meetings were held at the old Opera House, and later in a room on North Main. November 1, 1888, a meeting for official organization was held. Nineteen members signed the charter for the People's Congregational church. The next year the parish met at 313 North Main. Increase in membership soon made it necessary to rebuild at 5th and Main, where the library is now. In 1892, due to hard times the membership dwindled, the lease expired, and only a faithful few kept the work alive. In 1901 interest was revived and the present new building was dedicated, free of debt in 1912.

The Zion Lutheran church was started in December 1888. It was organized at the home of George Allen Brehm. The first church was built on Ave. C west and later moved to 5th and Main where it remained until 1921. It was sold to the Stamey Hotel Corporation. A parsonage had been built previously near 11th and Washington. The new church building was started on that corner in June, 1922. The building was dedicated on Pentecost in 1923.



Zion Lutheran Church

Hadley Methodist church was started as a Mission in 1889 by Rev. C. R. Thoburn. First services were conducted in a building formerly occupied by the Young Boot and Shoe Store. This Mission was frequently called the Boot and Shoe Sunday School. The first part of the present building was completed in 1890. Through the years a gradual program of expansion has been followed until the present structure was completed.

In 1890 the First Evangelical church was established by Rev. J. H.

Keeler. During the same year, the first church building was completed. The present building was completed in 1911 with Rev. M. J. Steinmetz as pastor.

The First United Brethren church was started late in 1891. Rev. C. B. Kirkpatrick was the first pastor. The first church was leased from the Presbyterians on Ave. C east. In 1897 a new building was built on Ave. C east. This building was moved to 3rd and Maple in 1900, and later sold to Calvary Baptist church. On June 13, 1908 a church was purchased from the Disciples of Christ and moved to 5th and Walnut, the location of the present building which was dedicated in 1925.

The Salvation Army first raised its banners here in 1894 under Capt. Williams. From that time until 1910, this group operated in buildings in various parts of the city. That year, under Capt. George Seeds, the present Citadel at 114 West Sherman was built. The Salvation Army has played an important part in the welfare activities of the city.

The First United Presbyterian church was organized in 1903 by Dr. W. R. Gray. For a short time meetings were held upstairs between 3rd and 4th on Main. Later the church was moved to the pastor's home. The parish was organized there on March 20, 1904. The first church and parsonage was built at 4th and Poplar. The present church was dedicated in 1922.

Irwin Memorial Presbyterian church was organized December 14, 1909 but first started in 1902 when a small group of children met in a home on East 4th for Sunday School lessons. Rev. John D. Schlichter, a Congregational minister, saw the need for a Sunday School in that part of the city. He built a small room 16 by 20 feet at 4th and Severance, with just a dirt floor. When he could no longer oversee it, the American Sunday School Union gave it occasional attention. In 1907, the First Presbyterian church started a Mission. Lots were purchased at 5th and Severance and a building erected at a cost of \$1,500. It was named the Irwin Memorial Presbyterian chapel in honor of Rev. A. F. Irwin, formerly pastor of First church. The new building was dedicated January 26, 1908.

The First Church of God was started in 1909 at the home of Rev. C. S. McAllister. In 1918 a store was rented at the corner of Ave. B and Plum and used as a meeting place until the present building was erected under the leadership of Rev. Emery Cook.

In August 1897 two women from different states organized Holiness prayer meetings in various homes. In 1904 a mission Sunday School was started at 4th and Main. In 1905 it was named the Apostolic Holiness church. Property was purchased at 215 East 4th. On October 30,

1909, Rev. C. B. Jernigan, district superintendent of the Church of the Nazarene, organized this group into the First Church of the Nazarene. The present Nazarene church building was erected in 1916.

Calvary United Brethren church was started in 1911 when the First United Brethren church aided in launching the parish. The old Catholic church building was purchased and moved to Ave. A and Monroe while Rev. O. P. Harnish was pastor of First Church. Calvary was formally organized on January 28, 1913.

Pilgrim Holiness church was organized in February 1918 in the 800 block on East 3rd. The first pastor was Rev. W. C. Stone. In 1923 the church was moved to 929 East 5th.

Our Redeemer Lutheran church was organized October 18, 1922 at the home of Rev. John C. Kaiser. The first pastor was Rev. John C. Kaiser. The first church was at 12th and Elm where the present modern structure was dedicated in 1938.

Berean Baptist church was organized August 16, 1925 in a tent at Ave. B and Lorraine. Rev. E. R. Clausen was the first pastor. Under his direction, the present building was erected.

St. John's Colored Methodist church was established in 1887 with Rev. Alexander Black as the first pastor. The church was first located at Ave. F and Adams and later moved to its present location, 108 East E.

Bethel A. M. E. church was organized in 1886 by Rev. B. T. Watson. The church and parsonage were located from its beginning at the corner of Ave. E and Washington.

The Universalist Church of Hutchinson was organized December 11, 1881, with forty members, by the Rev. T. W. Woodrow. The first church was built at the S.E. corner of East 3rd and Maple streets in 1884. The present church building, erected in 1917, is at Seventh and Walnut streets. Dr. Albert D. Bell is the minister.

THE CATHOLIC CHURCH

In the fall of 1872, Rev. F. P. Swenbergh organized the first Catholic congregation. Father Swenbergh lived in Newton and came over on week days to say mass at the home of Pat Holland. When the old courthouse was built, he held services there every fourth Sunday. In 1878 he started to build the first Catholic church. In 1882 Rev. Joseph Hartman was appointed the first resident pastor. During the three years of his ministry, the parish rectory was erected, the church finished and the debt paid. In 1885 Father Hartman was succeeded by Father

McNamee, who stayed until 1887. He was followed by Father John Kelly.

In August 1894, Father Kearful came and remained until 1896. He was succeeded by Father Heitz who secured the present church site. Father Pompeney came next, and while he was here a pastoral residence was built. Father M. G. O'Farrell then took charge and during his stay the Parochial School was completed.

Rev. William M. Farrell came in July, 1908, and brought about the erection of the present church building, which stands as a monument to his taste and zeal. He was followed by Father P. G. Nagle, who was responsible for organizing the Mexican parish and church building. Father D. M. Reidy took charge, after the retirement of Father Nagle. In 1942 the interior of the church was frescoed and handsomely redecorated by a nationally famous artist who had beautified some of the largest churches in America.

CHAPTER VIII

The Reno County Bar Association

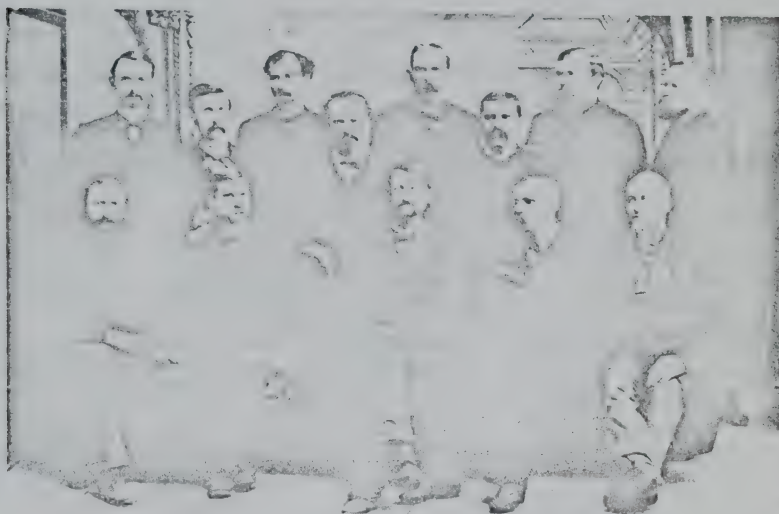
By D. C. MARTINDELL

To give a complete history of the Reno County Bar would require giving the history of each member because the history of the organization is the record of the members. Time and space will not permit such a complete history. However, omission of reference to some members does not mean that they did not play an important part.

For the most part members of the Reno County Bar have been men who loved their profession and served it ably. They placed the interests of their clients above self interest. With few exceptions, members have not sought political honors outside of city and county offices. However, the Reno Bar has had state senators and representatives. With the exception of Judge Walter Huxman, Reno county has never produced a Governor or State or Federal Judge. However, the Reno county lawyers have built up a good reputation which is recognized over the state at large and in other states.

Present members of the Bar know the real "Old Timers" only by reputation, but they built a strong foundation for those who followed. Some of the familiar names are: William M. Whitelaw, A. R. Scheble, James McKinstry, George A. Vandever, S. B. Zimmerman, who began the practice of law in Hutchinson in 1877, B. C. Davidson, Theodore Decker, J. V. Clymer, Z. L. Wise, R. A. Campbell, Mr. Gleason and W. R. Brown.

Following a little later, among those who the present barristers knew personally were: F. L. Martin, Houston Whiteside, C. M. Williams, W. H. Lewis, James and Frank Hettinger, W. G. Fairchild, F. F. Prigg, George A. Neeley, C. E. Branine, F. Dumont Smith, and son Eustace, J. R. Beeching, E. T. Foote, A. C. Malloy, Chas. Fulton, who served many years as Probate Judge, before actively practicing law, Howard S. Lewis, Van M. Martin, Martin Aelmore, J. S. Simmons, and son Stuart, and Jas. Farley, Ellis Clark, who met a tragic death in Washington, D. C.



Reno County Bar Association 1885. Top row from left: George A. Vanderveer, A. R. Scheble, R. A. Campbell, Judge L. Houk, Judge Sam'l B. Zimmerman, Houston Whiteside, James McKinstry, Gen'l Thomas T. Taylor. Bottom row from left: G. B. Ricksecker, A. J. Higley, W. H. Lewis, Theodore Decker, J. V. Clymer

The oldest member of the Reno County Bar at present is Carr W. Taylor, and the next R. P. B. Wilson, for many years a Justice-of-the-Peace. Both are still practicing law.

Judge Prigg probably exerted as great an influence on the local bar as any other member. He accomplished this not because he was Judge, but because he was loved and respected by all, and was able to bring about a greater unity of spirit among the members. One of his hobbies was bar luncheons, where the members met as friends to eat and discuss their problems. The finest orator of the bar in many years was A. C. Malloy.

Hutchinson attorneys have always shown great patriotism in times of emergency. They were well represented in the first World War, and even better in World War II. Thirteen members, or nearly 23% answered the call of their country in that war. The average for the United States was about 17%. Some are still in military service. Counting those in service, there are now 57 members of the Reno County Bar.

The Reno County Bar recently established the Reno County Bar Library Association, as provided for by an act of the legislature. A very good working library is available not only to local members but for all lawyers of southwest Kansas. It is supported by an annual fee of \$10.00 for each resident member, and a suit fee of \$1.00 for each case filed in District Court. The Library Association is governed by a Board of Trustees. The Judge of the District Court is ex-officio member. Except for a change in judgeship, when Reno county was made the 40th Judicial district, the same trustees have been in office since the association was founded.

With the change in the practice of law, there has come a change in the attitude of lawyers to each other. In the older days fist fights were too prevalent among lawyers in the heat of a trial. There has been no report of any violence between members of the local bar in court for many years. Formerly the Bar Member made his money by trial of cases. Now the average lawyer is employed to give advice, and he usually loses money while engaged in the trial of lawsuits.

The Reno County Bar Association elects officers at the opening of the January term of court each year. The office of president is passed around among the members. Memorial services are held for its deceased members.

Warren H. White, one of the more prominent members of the local bar, is expected to be president of the Kansas State Bar Association next year. Max Wyman is serving as president of the Hutchinson Chamber of Commerce, and is a past-commander of the Kansas Department of the American Legion.

CHAPTER IX

Expansion of Postal Service

Mail for the first settlers living near the present location of Hutchinson came to Newton by rail, and volunteers would go over and bring it here. With the extension of the Santa Fe line to Hutchinson, John A. Clapp was appointed postmaster. The post office was established in Horner's black walnut building. A wagon canvas was the petition which

divided the post office from the other portion of the building, which served as the first hotel. George Tucker, assistant postmaster, was also the hotel cook.

Clapp's appointment was dated December 6, 1871. The first post office was meagerly equipped. A big box, with crude partitions, was the only furniture. The mail sacks were carried to and from the railroad by a town character, named Putnam.

Edward Wilcox, a pioneer hardware man, succeeded Clapp as postmaster on June 4, 1872. Then a new two-story brick building had been built on the southeast corner of Main and Sherman. Wilcox continued as postmaster until February 27, 1877 and was followed in office by N. C. Boles, who served until November 12, 1878.

Hiram Raff was appointed postmaster next. About this time, one of the town's pioneer real estate men, Francis R. Chrisman had completed a two-story brick building at 20 North Main. The town was booming and the post office needed more room, so Raff moved the office to the new building, occupying the east half. Raff served till January 2, 1883, when Ralph M. Easley, editor of the Hutchinson News was appointed. The post office was soon moved to No. 23 N. Main. Later on after the Hutchinson News Co. had completed a new 50 foot building on East Sherman, the post office was moved there.

Mr. Easley was succeeded as postmaster by John F. Blackburn on January 19, 1887. Shortly afterwards, the post office was moved to 105 South Main and on October 1, 1887 city delivery service was established. O. C. Furman, C. W. Oswald, Granth Prather and Wm. F. Blackburn were the first carriers. In 1889, another carrier, Emmett Hutton was added.

Wilson McCandless became postmaster on May 14, 1890. In order to give the post office a more central location, it was moved to 13 East First. Eli Mead was appointed postmaster on August 10, 1894.

John B. Vincent succeeded Mead as postmaster July 1, 1897. He moved the post office to 27 South Main. Under his administration the Rural Free Delivery system was established. Rural mail was carried either on horseback or by horse and buggy. With the coming of the automobile, and good roads, routes were lengthened and two routes discontinued.

Henry M. Stewart was made postmaster on January 24, 1906. Four months later the post office was moved to the new Federal building at Sherman and Walnut. Sam S. Graybill became postmaster September 25, 1914, and was followed by T. G. Armour on March 15, 1922.

Durward J. Wilson received his appointment as postmaster March 2, 1931. He in turn was followed by T. Roy Campbell, who served as acting postmaster from April 3, 1935 until July 18, 1935. Ralph Russell was the next postmaster, receiving his appointment on July 18, 1935.



The Post Office

Hutchinson citizens were very proud of the new Federal building which was ready to furnish modern quarters for the post office on August 12, 1940. The new building was dedicated on September 10, 1940, Harrison Parkman, purchasing agent and director of building operations and supplies of the Post office department, gave the dedication speech.

Mr. Russell resigned as postmaster December 31, 1941. He was succeeded by Ray Hockaday, the present postmaster.

T. Roy Campbell, who retired as assistant postmaster September 1, 1944, has the honor of having a longer service with the post office than any other person. Starting in September 1892, he served for 48 years. He was succeeded by Earnest Dicks.

CHAPTER X

The Newspaper History

L. J. Perry, the first publisher of the *Hutchinson News*, visited the town but three times. First to find a partner to run the paper, second to help print the first issue, and third to hunt buffalo. His home was at Paola, Kansas, where he was also publisher of "The Western Spirit."

Newspapers sprang up like mushrooms in those days and required no more capital than a hot dog stand. Boom-town editors moved from town to town. They needed only a "shirt tail full of type," a Washington hand press, ink, and some paper.

Such a plant was *The News* when the first edition was issued. The late Houston Whiteside was the first editor. The press on which the first issue was printed arrived June 27 on the first train into town. Practically all the first subscribers were at the Santa Fe station to see the press.

The first issue was on July 4, 1872, and numbered 5,000 copies. It was designed to attract settlers rather than to relate happenings of the day. The four pages were filled with items describing Hutchinson's vast possibilities.

Printing that first edition required pulling the lever of the handpress 10,000 times. It was a huge job but the paid force was aided by excited, civic-minded citizens who took turns at the lever. Among them were: the late E. L. Meyer, long time president of the First National Bank and pioneer druggist.

Incidentally, *The News* plunged into politics at the beginning. In boldfaced type, under the masthead, the editor declared for U. S. Grant for president of the United States.

The first editor proudly proclaimed that Hutchinson was to be "Queen City of the Prairie." Evidently the paper made money for Houston Whiteside, the editor, bought it from Mr. Perry, when the latter made his third visit to the city. The price paid for Perry's half interest was \$1,150.00.

Whiteside remained as editor and publisher until February 5, 1875 when he sold to Fletcher Meredith, a Hoosier Republican from Frankfort, Indiana. Meredith was a fearless type of editor, who did not hesitate to brand a wife-beater or a crook, and was especially opposed to liquor and tobacco. He even tried to hire printers who neither smoked, chewed, nor drank, but that was difficult in those pioneer days. His outspoken manner of editing made enemies for the paper, as well as friends. This damaged his political ambitions and when he was overlooked as candidate for postmaster, he became very bitter.

The same year Meredith bought *The News*, a smart young man, Ralph M. Easley came to Hutchinson with his parents from Illinois. He was a born promoter and of course liked publicity. He soon saw the best way to get it, and purchased *The News* in 1885.

If the beauty of Hutchinson carried the limelight in previous editions of the paper, it was gilded still more under Easley. It seemed as if *The News* were promoting a new railroad for the town every other day. One issue set a world's record by publishing eight notices of bond elections to bring new lines into Hutchinson. Easley also promoted pack-

ing houses, lard refineries, soda ash plants, soap factories, most of which never got past the newspaper stage.

Discovery of salt sent Easley into a dither of excitement. His columns soon were full of stories indicating most of the major packing plants in the nation were considering moving here to take advantage of the new salt supply.

Easley's hobby was special editions. He issued them to commemorate his dream industries, as well as for actual construction. He believed what he wrote, however, and proved it on August 17, 1885, when he established *The Daily News*, although his circulation prospects would have deferred any other publisher. The Daily came to life in the rear of a book store near First and Main. His readers like the excitement and, unlike Meredith, Easley had no trouble in becoming postmaster.

Then came the bad year of 1889. Unrest and panic swept the country. Men could not pay their debts. Homes and industries were foreclosed. The Populists whisked into power and "there was hell to pay." Easley went broke and *The News* was sold at receiver's sale October 7, 1891.

In those days newspaper competition was keen in Hutchinson because of the ease of starting a paper. Almost anyone could be an editor. A few dollars, a printing press, a political subsidy, free passes from the railroads made any would-be publisher "a Prince of the Fourth Estate."

Most cherished prize was the county printing — which went to the newspaper representing the party in power. Some early newspapers were killed by an adverse vote at the polls. Without the county printing, they could not pay their bills. At one time there were three Republican papers in Hutchinson. Many were started with the intention of smashing *The News* and *The News* publishers were just as eager to wreck them.

Democrats seemed to get the worst of the "type barrage." They boosted assorted newspapers in Hutchinson, including *The Herald*, *The Call*, *The World*, *The Bee*, *The Gazette* and *The Democrat*. The latter was edited by Sims Ely, a powerful inkslinger whose motto was "Vim, Vinegar and Vitriol."

Ely was a defender of an early day libel suit. His Sunday *Democrat* and *The Interior* made it hot for Easley's Republican *News*. One day Easley wrote: "We can stand to be called a liar, scoundrel or horse thief but to be called a seducer is more than we can stand," and sued Ely, J. H. Lawson and K. W. Kanaga for \$10,000 damages. Not taking the matter seriously, the jury returned a \$7.00 verdict. Lawson was assessed \$5.00, Ely \$1.50 and Kanaga 50 cents.

The Herald was edited in the early days by a fire-eating Hoosier named Jap Turpin. He was a Democrat who called a spade a spade and made Republicans fighting mad. Despite his political mud-slinging, Jap was popular as proved when the people rallied to his rescue in 1878. He was was sued for criminal libel after he had said in his paper that the editor of *The Topeka Blade*, named Swazie, had been murdered, and blamed the killing on F. P. Baker, editor of *The Topeka Commonwealth*. When a Shawnee county warrant failed to hold the Hutchinson editor, a Reno county warrant was issued. Turpin was arrested and his bail set at \$2,000. Everyone in Hutchinson wanted to go his bond. But the editor refused, saying he preferred to be locked up. Captain Hedrick, sheriff, announced, that as far as Turpin was concerned, the Reno county jail would be stretched to include the entire county.

Baker's friends plotted to get Turpin. On February 1, Shawnee and Harvey county officers slipped into Hutchinson, enticed Turpin into their buggy, snapped handcuffs on him, and started driving toward Burrton. Word spread down Main Street and a posse of Hutchinson men, headed by Jim Knott, loaded a handcar with guns and began pumping over the Santa Fe rails toward Newton. Reaching Burrton before the buggy, the armed mob swarmed around the Shawnee officers who surrendered both Turpin and their guns. The *Herald* editor was brought back to Hutchinson in triumph and the Topeka kidnappers were thrown into the Reno county jail. All this was too much for Turpin who left Hutchinson for New York the next year.

Another vigorous paper was *The Gazette*, started in 1890 by Warren Foster as a "house organ" for the Populist cause. When the Populists lost power and the county printing went back to *The News*, *The Gazette* declined. Other papers known as *The Bee*, *The Interior*, and *The Independent* were later consolidated with *The Gazette*. *The Gazette* was sold by Harry A. Lill to a stock company composed largely of Democrats. Later Emerson Carey took over control and operated the paper as an independent publication. W. R. Waggoner, father of Herbert S. Waggoner, now news editor of *The News*, was the first city editor of *The Gazette*. Among *Gazette* reporters was Jerome Beatty, who later became famous as a magazine writer. *The Gazette* was purchased by *The News* on June 1, 1924.

In 1891, *The News* was purchased for \$1,900 by a company composed of Houston Whiteside, the first editor; Ed M. Moore, Sam F. Hutton and others. Shortly afterwards A. L. and J. L. Sponsler operated *The News*. They had previously managed *The Times-Republican*.

In September 1895, the Sponslers negotiated with W. Y. Morgan,

who had edited the *Emporia Gazette*, for the sale of *The News*. The following October, *The News* company was re-organized with Mr. Morgan as president, Ed Moore, secretary-treasurer, and the Sponslers and others holding minority shares. In 1897, Harry H. Taylor was elected secretary, and Moore treasurer. In 1911 Harry Scott was made secretary-treasurer. R. C. Ballard succeeded him in that post in 1922.

W. Y. Morgan deserves credit for modernizing the *News and Herald*. From a weakly financed paper, he built it into a sound publishing com-



W. Y. Morgan

pany with circulation extending throughout southwest Kansas and into bordering states. He was a town builder, and a man who did not advertise his many charitable activities, especially those which aided young men and women to complete their education. Unfortunately a political mix-up kept him from becoming governor. However, he served the state as Lieutenant-governor, State

Printer and later as member of the State Board of Regents. He built the present modern newspaper plant, purchased the *Gazette*, and brought it as *The Herald* to the *News*.

Mr. Morgan died February 17, 1932, and his widow, Mrs. Colie Morgan, became president and Mr. Ballard, general manager. Mrs. Morgan sold *The News and Herald* on June 22, 1933 to the Hutchinson Publishing Company, principal stockholders of which were John P. and Sidney F. Harris, members of an old Kansas newspaper family. Their father, the late Ralph A. Harris, operated *The Ottawa Herald* from 1907, when he purchased it from Henry J. Allen, until his death in 1930. John P. Harris came to Hutchinson from Chanute, where he published the *Chanute Tribune* since 1927, to be editor and publisher of *The News and Herald*. R. C. Ballard remained as business manager until his death in 1935, being succeeded by Drury R. Brown of Ottawa.

The *Sunday News-Herald* was started in 1937 by Mr. Harris and

the papers went on a seven day a week basis. *The News-Herald* also installed its own engraving plant and secured Associated Press wire photo service. Following the fine precedent set by Mr. Morgan, Mr. Harris is continuing to make the *News-Herald* an institution for the betterment of the city.

CHAPTER XI

The Patriotic Record

Since the first settlement of Hutchinson followed fairly closely after the Civil War, it was natural that the pioneers would include many veterans. While most of them served with the Union army, still many wore the uniform of the Confederate states. However, because of their mutual interest in establishing homes and building a community in which they would take pride, the conflicting ideas, which brought about the Civil War, were gradually forgotten. As a result, Hutchinson's patriotic record in the Spanish-American War and also in World War I and II, has been outstanding.

The Grand Army of the Republic, and it's Woman's Relief Corps played a prominent part in the development of the spirit of Americanism among later generations. Joe Hooker Post of the Grand Army was started on July 4, 1879. The first officers were S. B. Zimmerman, Post Commander; General Henry Hartford, Senior Vice; J. H. Lehman, Junior Vice; John Rosa, Adjutant; S. A. Atwood, Quartermaster; E. Bane, Officer of the Day; Ed. Handy, Sergeant Major.

The Woman's Relief Corps was organized January 26, 1886. The first officers were: Mrs. Houser, president; Mrs. Hodgson, senior vice-president; Mrs. R. A. Campbell, junior vice-president; Mrs. M. Shaffer, secretary; Mrs. Carpenter, treasurer and Mrs. Hodgson, guard.

Company E of the 2nd Kansas National Guard Regiment, stands out as the outstanding early day military organization in this city. Capt. R. A. Campbell organized the company in 1890, and it was mustered into state service August 25, 1890. Other commissioned officers of the company in the beginning were F. L. Martin, first lieutenant; and Frank D. Roberts, second lieutenant.

T. Roy Campbell was chosen captain of Company E in 1895 on promotion of his father, R. A. Campbell to lieutenant-colonel of the 2nd Regiment. Membership in Company E down through the years, until the close of World War I in 1918, included many of Hutchinson's prominent citizens.

The service record of old Company E included: the Seward county "war," a county-seat disturbance in 1892; Kiowa County in 1908 to prevent mob violence in connection with a murder; Spanish-American War 1898; Mexican border service in 1916; and service in the American Expeditionary Forces in World War I from 1917 to 1919. The company sustained a loss of 70% of its total strength of 230 men in the Battle of the Argonne. Company E men were in the front lines on five different sectors in France in World War I.

When the Spanish-American War was declared, Capt. Campbell recruited the company to full strength. Because of political interference by Governor Leedy, the old 2nd Kansas regiment was disbanded, and the 21st Kansas Infantry was formed. Members of Company E formed a volunteer company, and were mustered into federal service as Company E, 21st Kansas Infantry. Dorr Thomson was captain, and Chas. Gibbens, Nickerson and J. U. Brown, lieutenants. Company E, and the 21st Infantry regimental band, which was also formed at Hutchinson, did not go to Cuba but served eight months at Chickamauga, Georgia, and was mustered out in December, 1898.

Fred L. Lemmon was captain of Company E when the organization was called for service on the Mexican Border in June, 1916. The company went first to Fort Riley, and was then ordered to Eagle Pass, Texas with the 2nd Kansas Infantry, remaining there until September 5, 1916.

Hutchinson first showed it's desire to resist German aggression in a patriotic demonstration in Convention Hall, April 6, 1917, following a Loyalty Day parade. Company E, commanded by Capt. Lemmon and the Machine Gun company, headed by Lieutenant Guy C. Rexroad, led the parade. Before the meeting adjourned, recruiting offices were filled with men anxious to enlist. Cyril Bassett was first to enlist in the regular Army.

A group of new military units were formed here for World War I. Eustace Smith, attorney, started to organize a new Cavalry troop. Capt. A. E. Noonan formed the Supply Co. of the 2nd Kansas National Guard. Capt. G. L. McLane, city engineer, started a company of Engineers, and Dr. C. S. Evans formed a Medical unit. Sergeant W. T. McFarland organized a Signal Corps unit. The 2nd Kansas headquarters company, which included the 2nd Kansas band was also formed here. The Kansas National Guard Units here were later combined with the Missouri National Guard to form the 35th Division.

Space will not permit reviewing the splendid record made by Hutchinson organizations in the 35th Division in the battles of World War I. It is also impossible to tell of the heroic fighting which was done by the

120 Reno county men who went overseas with the famous 89th Division, many of whom were in the All-Kansas 353 Infantry regiment. Hundreds of other Hutchinson young men served courageously with different regular army units and with other Army and Navy organizations.

In April, 1920, Capt. Guy C. Rexroad, who commanded the Machine Gun Company of the 137th Infantry in World War I, was requested by the State Adjutant General to form a Kansas National Guard field artillery battery at Hutchinson. His initial battery attracted so much interest from the young men of the city, that soon afterwards two other artillery batteries and a medical detachment were organized here. These units constituted the 1st battalion of the 1st Field Artillery, Kansas National Guard. In 1923 it became the 1st battalion of the 130th Field Artillery regiment of the 35th Division. Capt. Rexroad was promoted to major and was placed in command of the battalion.

The first commanders of the different units of the battalion were: Capt. John H. Grant, Battery A; Capt. Eustace Smith, Battery B; Capt. Stuart Simmons, Battery C; and Dr. Paul V. Annadown, commander of the medical detachment.

During the years before the opening of World War II, men who served as captain of the local batteries were: Battery A, Leslie L. Shawhan, Thos. R. Brandt, Chas. R. Jackson, Elmer L. Lentz, and Wm. N. Pearce; Battery B, Wm. F. McFarland, Don Shaffer, D. J. Wilson, and Floyd Abbott; Battery C, A. S. Bigelow and Alva Fenn; Medical Detachment, Dr. B. L. Greever, Dr. G. A. Chickering, and Dr. Jacob Pinsker.

When ordered into World War Service, Col. Guy C. Rexroad was in command of the entire 130th Field Artillery regiment. Lt. Col. A. S. Bigelow and Major Clyde Rauh were on his staff. Major Harvey R. Rankin was in command of the local battalion; Major Elmer Lentz was his adjutant.

Shortly after being called into Federal Service, December, 1940 the local battalion went to Camp Robinson, Little Rock, Arkansas. After a year of intensive training there, which was just prior to the attack on Pearl Harbor, the Hutchinson guardsmen were sent with the 35th Division to the California beaches, as part of the western defense command. They spent nearly two years there and then went to Fort Sill, Okla., as Artillery School troops. In the fall of 1944, the battalion went to France. Its headquarters was at Fountainebleau, near Paris. Here again

the battalion functioned as Artillery School troops to aid in the training of artillery officer candidates, as well as enlisted personnel. While the battalion as a unit did not perform service in the line of action, still hundreds of officers and enlisted men were sent out to other army units and performed heroic service in every theater of operation during World War II. The 1st battalion of the 130th Field Artillery of which the local battalion was a part, finished World War II as a separate battalion. This was due to being left in the western defense command when the 35th Division left for overseas duty in the European Theater of Operation in April, 1943.

Colonel Guy C. Rexroad, who was in command of the 130th Field Artillery regiment, when it was called into service for World War II, is very proud of the splendid record which was made by the men of the 1st battalion from Hutchinson. Among those who attained the rank of Colonel or Lieut. Colonel before the end of the war were: A. S. Bigelow, D. J. Wilson, H. R. Rankin, A. L. Fenn, W. N. Pearce, L. M. Howell, D. R. Lowe, E. L. Lentz, E. R. Lord, J. H. Chillington, Ralph Coffin, and Konard Beck. In addition, more than 100 of the 303 enlisted men who left here with the battalion received special recognition by becoming commissioned officers.

Two Hutchinson officers, who have served in the regular Army for years, are deserving of special mention. Jack Hettinger, who was advanced to the rank of colonel, was killed in a battle in the South Pacific. Fay Prickett was promoted to the rank of major general. Among other Hutchinson officers, not with the local artillery units, who became lieutenant colonel were: Wm. D. P. Carey, Harry Faris, Sam Fairchild and Bob Hood.

The American Legion

The American Legion Post at Hutchinson, which is named after Lysle Rishel, the first local young man to die in battle in World War I, was organized in 1919, with A. E. Noonan serving as first chairman of the organization. Guy C. Rexroad was the first commander.

The American Legion clubhouse, formerly the Carey Lake Clubhouse, was given to the local post by the four sons of Emerson Carey. The clubhouse has been entirely redecorated and furnished so that it gives an attractive place for Legion meetings and social affairs. With the return of World War II veterans, the membership of the local post has increased to nearly 1,000.

Since it was organized, the post has taken an active part both in veterans activities and in work for the city as a whole. When the State



Lysle Risbel

Reformatory was destroyed by fire the Legion men left their meeting in a body and rushed to the institution to help as auxiliary guards when it was feared by officials that the inmates would stage a mass revolt. In times of flood emergencies, the Legion functioned in getting help for people in difficulty. The local Legionnaires raised \$1,100 to aid the State Legion in establishing Legion orphans' home. Nearly \$1,000 was raised for the Ohio river valley flood relief.

In recent years, the American Legion has maintained a service office with a full-time service officer, C. E. Sanderson, who aids disabled veterans and their families in securing government aid.

Jake Schlotthauer is the present commander of the post. The list of past-commanders includes: A. E. Noonan, Col. Guy C. Rexroad, Fred Henney, T. Roy Campbell, John Schwinn, Jack McCarroll, Dr. B. L. Greever, Louis D. White, Tom Vandecar, Max Wyman, R. M. Frost, Earnest Friesen, Arthur H. Snyder, Si Young, E. C. Percy, Willard Welsh, D. J. Wilson, Chas. Dunn, H. P. Hertz, Albert Teed, H. S. Hanna, Dr. W. N. Mundell, John C. Foster, E. G. Hamilton, Geo. P. Foster, Don Innis, Wade Patton, C. E. Livingston, and W. J. Murphy.

Many Navy Officers Secured

The Naval Officer Procurement Civilian Corps found Hutchinson and southwest Kansas a very fertile territory for securing officer material during World War II. Roy C. Davis, attorney, who served as assistant state director of that organization, reported that in excess of 100 officers were appointed to commissioned assignments with the Navy from this city and territory to the southwest. The Hutchinson recruiting office furnished the navy with more volunteers per population than any area in the 9th Naval district. The Hutchinson Council of the Navy League ranks 2nd in membership on a population basis.

Some of the young business and professional men from Hutchinson who became commissioned officers in the Navy direct from civilian life were: Jack Hefling, Orville Dowzer, Wm. H. Vernon, Jr., Homer Jennings, Earl Kirk, William and Boyd Rostine, Wesley E. Brown, Jack Davis, Nation Meyer, Chas. Rayl, Elliott Penner, who died in action,

Dr. R. W. Fernie, Dr. Gayle Allen, Robert Peugh, Claire Stevens and Lee Lyman.

The Reno County Chapter of the American Red Cross

The Reno County Chapter of the American Red Cross was organized in June of 1917, shortly after the opening of World War I. L. E. Fontron was the first chairman of the chapter, and Charles Colladay the first vice-president. Sometime during 1917 or 1918, Mr. Fontron resigned to go into war work. His place was taken by Charles Colladay, who served a number of years.

The war fund drive of the Red Cross of 1918 netted \$94,400.18. The production department of the Red Cross during World War I was very active, under direction of Mrs. V. E. McArthur. Others prominently connected with the early history of the Red Cross were Lacy Rosier, who was chairman a number of years, and Judge Charles S. Fulton, who succeeded him, and served many years. In 1940, W. J. Shellenberger was elected chairman, and served until February, 1943. At that time, V. M. Wiley was named as chairman and is the present chairman.

The local chapter has extended considerable service to disaster victims whenever the need arose locally. In May of 1927, a cyclone struck the southeastern section of Hutchinson. The 157 families affected, were assisted locally by the chapter, with some assistance by the national organization. In the flood of 1929, 144 families were assisted. The Red Cross expended approximately \$6,000 in rehabilitation work at that time. In May 1935, three families were made homeless by a cyclone and something over \$200 was spent in their assistance.

In 1940, the city was struck by a disastrous flood, and the local Red Cross again was most active in assisting victims. Some who were active at that time were, W. E. Brooks and Noel Bissell. Among the particular activities at this time were arrangements for food at emergency points; and registration of disaster victims. The Junior Red Cross established a Red Cross first-aid station at 22 North Prairie. The local Red Cross spent at that time \$2,400 for relief of those affected.

During World War II, the chapter has had two different chairmen as before indicated — Mr. Shellenberger and Mr. Wiley. Due to the stepped-up tempo of its activities, it required constant supervision. Mrs. Avis Todd was employed in 1940, as the first executive secretary. She was followed in 1944 by Mrs. Camilla Keefe, the present executive secretary.

Since January 1, of 1944, it is interesting to note some of the achieve-

ments of the local chapter. In production, 5,437 kit bags have been made and shipped to the boys in service; 15,000 other articles such as wearing apparel and knitted items have been made; 694,000 surgical dressings have been processed.

In the summer of 1945, the men and women of Hutchinson assisted in packing and shipping over 11,000 Christmas gift boxes for overseas. In the home service work since January 1, 1944, 10,536 individuals have been given the family service required due to disruption of family life because of the war. Of this total number of cases, 1,514 have been ex-servicemen who have been assisted with their claims, their insurance, and other benefits due them because of their service. Since January 31, 1944, \$30,486.66 have been expended in the care of the families of servicemen or ex-servicemen.

In order to accomplish the service indicated above, 3,401 persons have given their time amounting to 43,327 hours of work on a volunteer basis, from July 1, 1944 to July 1, 1945.

In conclusion, the local chapter of the American Red Cross is gearing up its peace-time job of caring for disaster; giving service to returned servicemen, and is maintaining active corps such as: motor corps, staff assistants, home service, canteen, nurses' aide, and production. All these services are, not only its war-time obligation, but are also its responsibility during time of peace.

Gus Leonida Led the Country in Bond Sales



The honor of winning the national record as an individual salesman of United States War Bonds during World War II was earned by Gus Leonida, who with his brother Nick, owns the Hollywood Grill. Gus, who is a veteran of World War I, sold a total of \$10,017,250.00 worth of bonds.

The Leonida brothers, who are of Greek descent, gave free meals to 18,240 persons during the war, who made purchases of War Bonds from them of a denomination of \$100 or more. During the last year of World War II, they gave away \$1,500 of War Bonds free as prizes to persons who made purchases of War Bonds from them. In order to push their sale of bonds, the Leonida brothers hired four crippled ex-service men to spend their entire time in bond sales for several months.

Having a son in the U. S. Army Air Corps in England, and another son in the service, Gus Leonida wanted to do something for Hutchinson service men away from this country on Christmas in 1945. He and his brother Nick purchased 1,037 fruit cakes, which were mailed to ex-service men.

On July 4, 1944, Robert St. John, noted NBC news commentator, gave a tribute to Gus Leonida on his "Man of the Day" program. St. John said, "Leonida's record is an inspiration to we who just take America for granted. With two sons in the Armed forces of this country and his parents in Greece, Leonida knows what it's worth to be an American."

CHAPTER XII
Rural Life Views



CHAPTER XIII

Growth of Salt Industry

The moment when a flashily dressed man from Pennsylvania stepped off a Kansas and Pacific passenger train at Hutchinson, on a spring day in 1880 fate began weaving an important phase of Kansas industrial and mining history. No one realized it then — least of all the new arrival.

Ben Blanchard was the man's name. He came to Kansas as a real estate promoter, and his activities soon won him the sobriquet of "Get-Rich-Quick" Blanchard. Within a few weeks, unwittingly and without premeditation, he touched off a series of events which have brought Kansas to sixth rank among the states in salt production.

Ironically enough when Blanchard left Hutchinson, broke and disillusioned, a few months after his arrival, he was ignorant of what he had started, unaware that he had tossed away the fortune he sought.

Blanchard's first move was to start a real estate boom in South Hutchinson, where he laid out fields nearly to Darlow into city lots. He threw up several frame buildings for business and dwelling purposes, and offered them for sale. His difficulty was that few buyers appeared.

His next step was to use high-pressure promotion. He started construction of a derrick about which he was very secretive. However, he soon was exhibiting several pieces of anthracite coal, which he claimed were taken from his well. He announced the discovery of one of the largest anthracite fields in the world.

That failed, however, to bring customers for his lots and buildings, so Blanchard went back to drilling. Soon he claimed that he had struck gas with a production of several thousand cubic feet daily. He announced that with each building purchased, gas would be furnished for heat during the life of the well. But still no lines formed to take advantage of the bargain, for investigation showed there was no more gas in the well than there was coal. So back, once more, to his drilling went Ben, still bent on getting rid of his "white elephant."

And a "white elephant" it appeared to be literally, when Blanchard's next exhibit from his well proved to be several pieces of white crystal. These were branded as worthless, and the intrepid promoter, now admitted he was licked. His funds were gone and it seemed hopeless that his well would ever produce a miracle of sufficient magnitude to convince the cynical Kansans. He threw his white crystals away, and

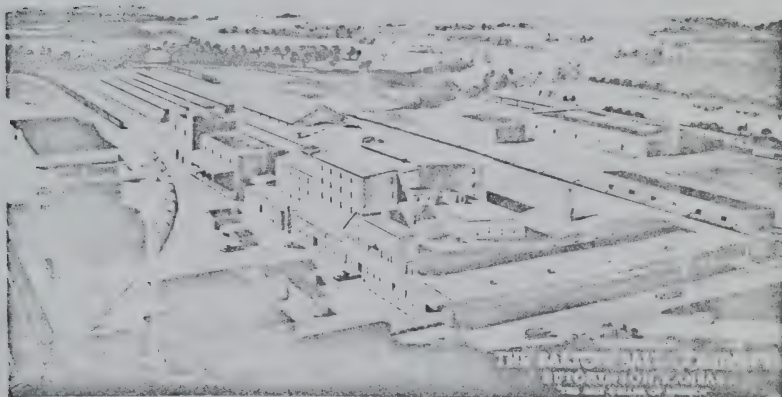
left Hutchinson disguised as a woman in order to escape a mob which it is said was formed to tar and feather him. While here, old timers say he was equally at home in a church pulpit or a gambling house.

In the fall of 1889, a Mr. Tuthill bought the land the Blanchard well was on, intending to drill for oil. Cleaning out the hole, he found it was full of brine. He investigated and it developed that the well had been drilled through nearly 400 feet of salt.

Tuthill immediately lost all interest in drilling for oil. Using crude methods of evaporation, with the sun as the principal agency, he began to refine the brine.

Before he was well started, he had plenty of competition. Within a year there were 10 plants operating in Hutchinson.

Today there are but three operating companies in Hutchinson — the Barton Salt Company, the Carey Salt Company, and the Morton Salt Company. The Carey Company operates both a mine and an evaporation system.



Barton Salt Company

One of the oldest of these plants is the Barton Company, organized soon after Tuthill's discovery, by the Barton Bros., Ed, Frank, and William. Tuthill originally used the sun to evaporate the salt-loaded water. This was quickly improved by building a coal fire under the brine pans. The Bartons went a step further by introducing steam-heated pans, thereby producing a much whiter salt.

When Ed Barton died in 1913, the plant was operated, for a short

time, by his widow. Then her interests were purchased by C. H. Humphreys, now president and general manager of the company. Mr. Humphreys came to Hutchinson from Saltville, Virginia, where he was chemical engineer and process man for the Matthewson Alkalie Works, Inc. He is considered one of the best process men in the salt industry.

Mr. Humphreys was active in the organization of the Kansas Chamber of Commerce in 1925, and has served continuously since then as a member of the board of directors. He was president of the State Chamber for two terms, 1925-1927.

Under his leadership, the Barton Company and its products have attained a nationwide reputation and distribution. Through his direction the vacuum system of refining salt was introduced along with numerous other mechanical improvements. These new methods eliminate foreign substances from the product. Three years ago the company installed a large modern block machine.



C. H. Humphreys

In 1896 Emerson Carey went into the ice manufacturing business with a rented plant, but in 1897 built a ten-ton plant of his own. In May, 1901, in spite of threats by old salt company officials, he started the Carey Salt Company, now known from coast to coast. The capacity of the plant at first using exhaust steam from the ice plant, was only 250 barrels of salt daily. In the two years from 1910 to 1912,

the East plant was built. It increased the capacity for production of evaporated salt to 700 tons daily.

On June 23, 1923, the Carey Rock Salt Mine was dedicated by Governor Jonathan M. Davis. On this same day, President Warren Harding visited this city. Following his speech, officials in the presidential party went to the Carey mine for the dedication ceremony. Governor Davis touched the button which started the hoist upward with the first load of salt.

Emerson Carey, founder of Carey Salt Company presided at the ceremony. He complimented the men in his organization, the architects, and construction company, whose efforts made possible the completion of the mine. The capacity is 1,000 tons of rock salt daily.



Modern Salt Mining Methods



Howard J. Carey

The huge underground citadel carved out by mining operations, has been used as a meeting place for many organizations in Kansas who held conventions in Hutchinson. People attending had the novel experience of attending a meeting 648 feet below the surface of the earth.

The Carey Salt Mine is some 648 feet below the surface of the earth. Since its opening in 1923, over 120 rooms have been cut from the solid rock salt vein. The salt is blasted from the walls and loaded into "dinkies" which operate over a network of tracks; then it is hoisted by elevator to the breaker house.

Mr. Carey and his first wife,

Anna May Puterbaugh raised four sons who have contributed much to the development of the Carey Industries. Howard J. Carey succeeded to the presidency after the death of his father on August 17, 1933.



W. D. P. Carey

Charles Carey entered the business on July 7, 1914; W. D. P. Carey became an attorney for the company after completing his education, first at Cornell, then at Oxford. He was also associated with the law firm of Williams, Martindell and Carey. This firm is now known as Martindell, Carey, Brown and Brabets. Emerson Carey, Jr., joined the firm on December 1, 1929.

The more recent developments of the Carey Salt Company were the establishment of a salt mine at Winnfield, La., and purchase of the Diamond Crystal Salt mine and plant at Lyons, Kansas. Salt was first taken from the Winnfield mine, February 26, 1931.

The evaporation process entails the boring of the well through 100 feet of topsoil, a layer of red rock a few feet in thickness, the thick strata that is the Arkansas River underflow and quicksand, and several hundred feet of blue shale. Then the boring pierces the salt. Fresh water is pumped into the hole and allowed to stand long enough to dissolve the salt. Brine that is made is then pumped to the surface and put into open settling tanks to clarify.

This method is still in use, but the old open grainer pan although still operated for coarser grades has been replaced by the vacuum process of refining. The open grainer pan of today, however, has the steam coil rather than the brick oven and fire, and has automatic rakes that pull the salt out of the pans, in mechanical unison.

The salt deposit underlying Hutchinson is one of the largest in the world. Covering several thousand square miles and reaching a thickness in some places of 400 feet. It is the remains of an old salt sea, and contains enough salt to supply the United States for the next 250,000 years.

As the sixth salt-producing state in the nation, the Kansas production, largely in Hutchinson, during the past 15 years has averaged 800,000 tons annually with an average annual value of \$4,500,000.



Emerson Carey, Jr.

A Dr. Guinlock, of Syracuse, N. Y., chemist and salt manufacturer, heard about the discovery of salt here and came to Hutchinson, where he spent some time analyzing the new mineral. He at once made arrangements to have salt pans, ovens, stacks and equipment brought to the city.

The boom received a new impetus, and work on the Guinlock and Humphrey, or G. and H. Plant, commenced. Four pans, called open grainer pans, were built. These were 21 by 60 feet, and each had a furnace or oven of brick under one end. The fire was sucked under the 60 foot length by a draught, and the smoke traveled up into the

treeless sky through a 60-foot stack at the other end of each pan. Into these open grainer pans was poured the brine. The intense heat passing underneath caused the salt to drop from the solution to the bottom. Men with huge hoes pulled the salt out of the pans and into boxes. It was put into little cars and hauled to the loading dock. Each pan was able to produce about 150 barrels of coarse salt per day.

Men with hoes worked over the steaming pans on runways. Occasionally a man would be overcome by the heat, and a few slipped into the scalding brine. This was the first method. Later, introduced by the Barton brothers, Ed and Frank, was the coil system, which accomplished the same task in the open grainer pans by having hot steam running through the pipes in the pans.

When it was perceived that the G. and H. plant was shipping pure salt, and sometimes getting as high as \$2 per barrel for it, capital throughout the country, and locally as well, took notice. Salt plants sprang up over night to gain riches that lay 480 feet under the earth, and to a depth of about the same footage. At one time, within the next

few years following Blanchard's clumsy discovery, and the G. and H. use of it, there were 16 salt plants in and around Hutchinson.

The second salt mine and plant was built by Frank Vincent, on the site of the elevator just west of Careyville, and its first salt was made in September, 1888.

There followed the Western plant, backed by Henry Hegwer, a local man, who turned his interests to both house building and salt mining. His plant was where Twelfth and Lorraine Streets intersect. Next came the Crystal, founded by an Indiana concern; then the Riverside, owned by W. F. and J. M. Mulkey.

Then there was the Pennsylvania operated by Capt. Wm. R. Bennett; the New York; the Diamond, managed by Grant Easley, brother of Ralph Easley, editor of *The News*, at that time; the Queen City, owned by Mound City men; and the McFarland, operated by David McFarland, a Hutchinson man. Sam Matthews and Collins had a plant, and the Star Company had another. It was owned and operated by Will Randle,, brother of Walter Randle, a former coal dealer. James Redhead was another early salt operator. Local men organized the Solar Salt Company. This plant was where the Morton Salt Company is situated today.

Within a few years many of these salt plants were consolidated. The Hutchinson and Kansas Salt Companies were two that emerged. Mr. Vincent was associated with the Hutchinson Company, which had as one backer, the well known Jay Gould. Finally the company merged with the Kansas company. The new company later came under control of the Morton Salt Company.

In July, 1898, Joy Morton, founder of the Morton Salt Co., purchased a tract in South Hutchinson, on which he commenced erection of a new salt plant. The plant consisted of five "V" shaped steam grainer pans with production capacity of 500 barrels per day. In 1899, five more pans were added, which gave the plant a production capacity of from 1,000 to 1,200 barrels daily. In May, 1900, the plant was purchased by the Hutchinson, Kansas Salt Company, with Mr. Morton as president.

In September, 1906, Mr. Morton commenced erection of a large modern salt plant, adjacent to the first Morton plant. It was well under construction, when the old plant was destroyed by fire on March 25, 1907. Considerable loss was sustained in the new plant. Immediately after the fire, Mr. Morton commenced erection of a new salt warehouse and fire-proof boiler house. The new plant was completed and production started in September, 1907.

This plant consisted of triple effect vacuum pans, and seven steam grainer pans. The vacuum pans had a production capacity of 3,000 barrels per day, the grainer pans a capacity of 1,200 barrels per day, and a dairy, or refining mill, with a capacity of 450 barrels per day, with warehouse storage capacity of 200,000 barrels of salt. This plant was known as the Joy Morton Salt Plant.

The Morton Salt Company, which was incorporated in 1910, has continued to operate this plant up to the present time. There have, of course, been many changes during the last thirty-five years.

The Executive Offices of the Morton Salt Company are located in Chicago.

CHAPTER XIV

Development as Railroad Center

The first Santa Fe train to reach Hutchinson. Henry A. Fenn, father of Alva L. Fenn, local attorney, was engineer, and Eugene Devereaux, Newton, was fireman

In the summer of 1872 when the Santa Fe Railway reached Hutchinson, many thought Western Kansas a desert. The Arkansas Valley from Hutchinson to the Rocky Mountains contained only 2,019 persons. Four years later this number had grown to 45,868 and in 1877 it rose to 67,450. The valley had 7,000 acres under tillage when the railroad came but within five years 600,000 acres were producing crops.

Named for C. C. Hutchinson, townsite owner, the city of Hutchinson did not create much of a stir among builders of the Santa Fe as they raced westward. However, it was but a short time before importance of the city made itself realized as the central trading point for a vast and fertile territory.

By the close of the year 1886, the Rock Island Lines' Golden State route had been completed and was in operation to Horton, Kansas, and beyond this point southward to within a few miles of Topeka. The construction of the iron bridge across the Kaw River gave immediate access to the line into Topeka and opened the gate to the vast areas of Western Kansas.

On July 7, 1887, the road was completed into Medora, Kansas, twelve miles northeast of Hutchinson, and in anticipation of the rail-

road in that city, work was begun on a passenger and freight depot. Work progressed at the rate of two miles of track-laying a day, and citizens of Hutchinson literally "walked out of the city" to meet the construction crews as they hastened the work.

And finally the great day came. On July 13, 1887, the *News* recorded the event: "Yesterday at 5:27 p.m., the great Rock Island, that railroad that every county, city and hamlet in Kansas has been shouting itself hoarse for over the past eighteen months, crossed Main Street and thousands of people witnessed this important event in the history of Hutchinson. The Silver Knight Band furnished some fine music. There were 110 men in the construction gang under the management of Mr. William O'Leary. They seemed to enjoy the music very much and tied rails about sixty feet every two minutes."

On the following day, men of the construction crews were given a welcome banquet at the Queen City Hotel. Speeches were made by Judge Houk, H. Whiteside, G. A. Vandever, and Mr. O'Leary, and following the banquet a public demonstration in honor of the railroad was held at the corner of the Hutchinson National Bank.

The first regular passenger train over the Rock Island road reached Hutchinson at 8:20 p.m., July 17, 1887. This was a mail and express train and was maintained in daily service between Hutchinson and St. Joseph, Missouri, where connections were made with all trains to the East.

On August 18, 1887, there arrived a special train bearing A. A. Cable, president, and M. A. Low, general attorney, for the Rock Island in Kansas. In commenting upon his inspection trip over the new line, Mr. Cable told a *News* reporter: "This is my first trip over the new line for the purpose of inspection, but, of course, I cannot fail to see the beauties of the cities along the route and general appearance of the surrounding country."

Such was the arrival of the Rock Island in Hutchinson. Then began the building of the line west to Santa Rosa, New Mexico, there to join in 1902 with the El Paso and Southwestern System (later the Southern Pacific) to complete the route to the Pacific.

The Missouri Pacific railroad through Hutchinson was built under the name of The Wichita and Colorado railroad. The charter for this road was secured in July, 1885. It was first planned that the railroad would run along the southern border of Reno county. With the aid of Jay Gould, Hutchinson citizens secured the present routing.

CHAPTER XV

Life Stories of Pioneers

HOUSTON WHITESIDE — AN OUTSTANDING PIONEER

Houston Whiteside, the first editor of *The Hutchinson News*, was born October 7, 1846, in Bedford County, Tennessee. His birthplace was a plantation owned by his grandfather, Dr. William Houston.

As a young man Houston Whiteside read law in the office of his Uncle Thomas at Shelbyville — in the same office where his father read law before him. Houston Whiteside acted as secretary for his uncle about two years, as his father died before he was eight years old. While he was raised in a slave state, Mr. Whiteside secured from his mother, ideas that slavery should be abolished.

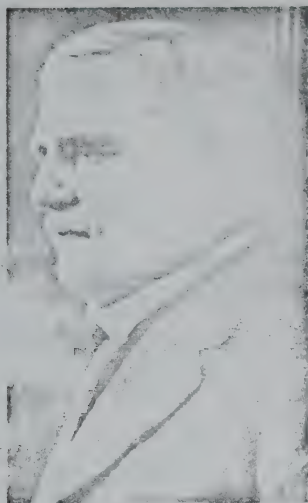
After he passed the bar examination, he was undecided where to begin practicing. He first thought of Fort Worth, Texas, but met Colonel Wortham, a U. S. Marshal for Kansas, under President Johnson. He told Mr. Whiteside to go to see a friend of his at Ottawa, Kansas. Colonel Wortham explained that Kansas was well located, had good soil, natural wealth, and with the coming of the railroads was bound to grow.

Mr. Whiteside headed for Kansas in April of 1872 to see Mr. Steele. He was in a train wreck at St. Louis, but escaped injury. He stopped at Topeka which was then flooded with high water. He found that Steele's place was blocked off by high water.

In Topeka, Mr. Whiteside heard of the Santa Fe railroad which then extended west as far as Newton. He took the Santa Fe intending to visit friends living at Oxford, south of Newton. On the train he sat opposite a grey-eyed, wiry man, who was reading a circular, written by C. C. Hutchinson. It was about a new town to be started on the Arkansas River, and was written so well that Mr. Whiteside asked the stranger if he knew Mr. Hutchinson. He said he did and that he was going to see him about establishing a newspaper at his proposed town.

The stranger soon took a liking to young Whiteside and introduced himself as Leslie Perry, owner of the newspaper at Paola, Kansas. Perry was a protege of Senator S. C. Pomeroy, who desired to have a newspaper in the Arkansas Valley. In their conversation they discovered that where Mr. Whiteside was born, Mr. Perry as a soldier in the northern army had been captured and sent to the Andersonville prison, where he stayed for a year.

Mr. Perry told Mr. Whiteside that he needed some young man to write for him, and then he would be ready to start a new newspaper at



Houston Whiteside

Hutchinson. Perry asked Whiteside what his business was, then said, "Why can't you go with me to Hutchinson and help with this newspaper." Mr. Whiteside replied that he had never been in a printing office and had never written for newspapers. Perry said that wouldn't make any difference because he could learn. He promised young Whiteside a half interest in the paper at cost. Whiteside said he had no money, but Perry said he would trust him. Perry argued that it was better for Whiteside to go to Hutchinson than to go to Texas. Whiteside took up the offer.

The two men reached Newton that night. The next morning they started in a stage coach for Hutchinson but were stopped by flooded streams. They crossed Sand Creek near Newton and the Little Arkansas River near what is now Halstead on stringers placed by the Santa Fe railroad preparatory to building bridges. Mr. Whiteside tells that they walked 17 miles from Newton because the flooded streams stopped the stage. They met Judge Ellis, later of Medicine Lodge, but his feet gave out. Mr. Whiteside had to walk a mile to a sod shack, hire an old man to hitch a team of horses to his wagon and take them to Hutchinson. They arrived at 2 o'clock in the morning, and were forced to sleep in the bottom of the wagon for want of better accommodations.

At dawn the next morning Whiteside and Perry, although nearly frozen, walked to the bank of the Arkansas River where they sat on a sand dune and saw the sun rise. Mr. Whiteside says that the river was then 1600 feet wide. There were no islands and in flood stage, the river looked very large. He wondered why he had not made the trip by steamboat.

A few moments later, two cowboys rode up and urged their horses into the stream. To the amazement of Mr. Whiteside and Mr. Perry the water came no higher than the flanks of the horses.

Mr. Whiteside said that in 1872 Reno county, west of the river, was wholly unsettled and was full of buffalo, antelope, prairie chickens, and some wild horses. He reported that Indians with bows and arrows sometimes passed near Hutchinson. Mexicans on the plains killed buffalo with spears while on horseback. Some of them attempted the same feat with revolvers until two men had lost their lives. Those were great hunting days and for two years the early settlers lived on wild game. During the migration period there were hundreds of thousands of buffalo west of the Arkansas River, and also a great many antelope. These animals were wiped out quickly with modern firearms. Their hides and bones were sold by the train load.

Mr. Perry and Mr. Hutchinson soon made an agreement that the new newspaper, now *The Hutchinson News* would be started as soon as the railroad reached this city with the printing machinery. Mr. Whiteside went south to Wichita which was then a cattle town.

He then went on to Oxford to visit his friends, formerly of Tennessee. Although they wanted him to stay at Oxford, Mr. Whiteside returned to Hutchinson and began writing the copy for the first issue of Hutchinson's first newspaper. Mr. Whiteside was the editor and publisher of *The Hutchinson News* for three years and then sold it to Fletcher Meredith.

Mr. Whiteside was elected County Attorney in November, 1872, when all the unorganized counties to the south and west in Kansas were attached to this county for judicial purposes. He served as county attorney until 1877. He served as city attorney of Hutchinson for six or seven years. Then he retired from public service and built a reputation as one of the more successful lawyers in Kansas. He was president of the Reno County Bar Association for thirty-five consecutive years.

In the early days Mr. Whiteside assisted in drawing up the charter organizing the city of Hutchinson. He aided in securing bridges across Cow Creek in several places and over the Arkansas River. He was active in many civic enterprises, and served as attorney and promoter of the gas works, water and light plant. He was for several years president of the company which owned these utilities, and other business enterprises. He and Mr. Conklin were responsible for bringing the International Harvester Company branch here. Mr. Whiteside was influential in getting the Missouri Pacific, Rock Island and the Hutchinson Southern railways to come into Hutchinson.

OUTSTANDING EARLY DAY CIVIC WORKER

Joe E. Talbott came from Avoca, Iowa, to Hutchinson on April 2, 1874. His first home was at 16 East 5th Street—which he built 57 years ago.

His father was a civil engineer and came to survey railroad land, a strip about twenty miles on each side of the Santa Fe, as the Government gave the Santa Fe every other section.

Mr. Talbott's first business in Hutchinson was the Transfer and Livery Business, which he kept for two years. He was in various other businesses until 1879, when he started a grocery store.

The first summer that Mr. Talbott was in Hutchinson, the summer of 1874, the grasshoppers nearly ate people alive. Mr. Talbott was then living at 24 West 4th and had a wonderful garden. The garden was looking especially nice and tender, and it took the grasshoppers only two hours to leave it completely bare. They came again in 1876. The same summer there was quite a drouth, which continued for several successive summers.

Mr. Talbott knew C. C. Hutchinson very well. He bought the land, where the Beardslee Store now stands, from Mr. Hutchinson. Mr. Talbott's father used to say that Mr. Hutchinson had the longest head of any man he knew; and that if he had the chance, he would make Hutchinson the biggest town west of Kansas City.

In those days, about the only way they had of entertaining was to take their company jack-rabbit hunting. Mr. Altison, a druggist, had several hounds which they used to take, and saddle the horses from the livery stable and all go jack-rabbit hunting. Mr. Talbott especially remembers entertaining, in this manner, Dr. Sidlinger who came here from Ohio in 1876.

Mr. Talbott said that in the early years of Hutchinson, hauling bones was about the only way some people had of making their living. Where the depot and the Bisonte Hotel now stand, there was, at one time, a pile of bones 200 or 300 feet long, probably 20 carloads. Sometimes it would take a week to get a load of bones, therefore, after a week's work the pioneers seldom got more than six dollars for their load.

AL STOUT TOLD OF EARLY DAYS

Al Stout came to Hutchinson in June, 1871 with a prairie schooner caravan with nine teams and wagons, from Vernon County, Wisconsin. He was twelve years old. His family settled on a claim one mile north of the present Airport. His father operated a dray in town. He came

here in June, and the first building was put-up in November, '71. A. F. Horner moved the building here. Mr. Ingham built his first house where the Sidlinger Drug Store now stands. Mr. Stout said the first residences built were usually two-story with two rooms on the ground and two upstairs. These were called story and a half houses. People thought it was cheaper to have a smaller roof cover two stories.

Al Stout's father, R. C. Stout, went to Newton to get lumber for their first house. He left one morning, expecting to be back the next day, but didn't get back for two weeks. The rivers and streams were all high from very heavy rain and he could not get across. They camped by Little River a week, and finally made rafts to which they hitched horses and mules to pull them across.

The grasshoppers came on June 24, 1874. They made the sky look black and cloudy. Train wheels would spin like there was soap on the rails because of the grasshoppers. The grasshoppers were so terrible in the corn field that horses would snatch an ear of corn in the field, and run into the pasture to eat, because the grasshoppers were so bad they hurt the horses' eyes.

Al Stout started working with the Fire Department at 23 East Sherman on December 6, 1891, and was discharged May 1, 1931, a total service of 39 years and five months. Mrs. Al Stout was the first woman in Kansas to drive a fire team.

The only person living here now that Mr. Stout remembers being here when he came to Hutchinson is Mrs. J. Brehm who was at that time Mary Burrell. Her father's name was A. K. Burrell.

A very good human interest story is that told to Mr. Al Stout by Dr. Sidlinger, who came here in 1875. He came into Hutchinson after dark, from Napoleon, Ohio and since he had only two acquaintances in town — L. A. Bigger, and John Brown — he stayed at the Eagle Hotel, where the McCurdy Building is now. He registered and went to bed at 11 o'clock. A short time later someone knocked on his room door.

A woman was expecting a baby and they could not get a doctor so they wanted Dr. Sidlinger to go. She lived on a claim near Langdon. He said he couldn't; in the first place, he hadn't started his practice here yet. He had no way to get out there . . . but they insisted. A man at the hotel hired a team at MacMurray's Livery Stable at A. & Main. Another fellow at the hotel volunteered to drive him to the home, which was thirty miles southwest. When Dr. Sidlinger arrived no one was there except the woman and her husband. She wanted her Mother, so

her husband went after her. When her husband returned "Dr. Sidlinger and Mary had a baby boy."

The proud father asked Dr. Sidlinger his fee — and he said to think nothing more about it. But the father said the doctor was to be paid. They had saved the money for it. Dr. Sidlinger told him the fee was \$25.00 and the man gave him a 10 dollar gold piece, a five dollar gold piece, and a ten dollar bill. Dr. Sidlinger then gave the new mother the ten dollar bill for baby clothes. Then knowing how babies grasp things, he put the \$5.00 gold piece in the baby's hand, and the tiny fingers closed over it. Then his team cost \$5.00, and he had \$5.00 left. He said this brought him more business and was a better advertisement than any newspaper could produce. Dr. Sidlinger brought 3,000 babies into the world here and never lost a mother, according to Mr. Stout.

ED MOORE'S AUTOBIOGRAPHY

I came to Hutchinson March 13, 1874. There was a farm where I am now living at 200 East 13th. It was in the Miller and Smith Addition.

The one thing here that everyone went in for in those days was horse racing. The first race track was one-half mile east of town. They would run their horses down Eleventh Street to Main and back again.

In 1875 they had the first Reno County Fair at the South Side Park. The next year it was held in the same place. A Methodist preacher was the secretary.

Later they had a race track south of Avenue "A," just north of the east side cemetery. Racing and regular County Fairs were held there, and it was a pretty good track. Once my father, who was a minister then, forgot and led a funeral procession down near the race track. His horse was a balky one; and since there was a race going on, it nearly broke up the funeral procession. They finally got the horses in the procession stopped on the race track.

I remember when I was thirteen years old. It was my job to go down to Mr. Whiteside's house and awaken him each morning so he could get down to the *News* office on time. He paid me ten cents a week. That was my first job for the *News* in Hutchinson.

Where Hutchinson is located is a puzzle to many people today. It was originally supposed to be located at the mouth of Cow Creek. But old C. C. Hutchinson came out here and looked it over. He found that every other section was government land and the other belonged to the railroad. So they went up and got the section where the Reformatory is located. Therefore it is where it now is. That is why so many of the

old timers didn't locate right in the city. They all wanted to be near the railroad then.

Did you ever notice that Hutchinson can't ever have a ball game on Decoration Day? Well, it is true and I am partly responsible for that. It all came about when I and Myles Taylor were young reporters on the *News*. I drew the assignment of getting a write-up for the ball game. Myles Taylor (Carr Taylor's father) wanted to go to the gun shoot on this particular Decoration Day, but he drew the assignment of writing up the exercises of Decoration Day. Well, he went to the gun shoot all right, but the next morning we turned in our reports. Mine was a big long write-up on the ball game. Really done up right for once, and his was cut down to two sticks on the "Decoration Day Exercises." Such a big write-up on the ball game could never be used, with such a little "scrib" on the Decoration Day Exercises.

There was Olie May's father, Ed Handie and two or three others on the *News* staff. R. M. Easley, who was editor of the *News* then, said to these men. "I'll fire both Ed and Myles! — one for doing too good a job, and the other for not doing good enough — Yes, I'll fire them both!" But there were protests coming from the baseball fans. "All right then, I won't fire them, but will fix it so there will never be another ball game on Decoration Day in the city of Hutchinson!" roared Mr. Easley — and he did.

Of course it was the style in those days to always fire reporters. He fired me about a dozen times. Myles got fired more often than I did, though, because I would work at type setting more than he would.

Another thing that is interesting about Hutchinson was in the election of '74. Tom Crofts was going to have the county seat moved to Partridge (called Reno Center then), but they took a mile off the north and put a mile on the south end. This put Hutchinson that much nearer to the center of the County, and so it became the county seat.

After leaving his job on the *News*, Mr. Moore built up a successful real estate and insurance business. Mr. Moore died here on October 26, 1937.

DR. R. A. STEWART

Richard Ashby Stewart has been a physician and surgeon in Hutchinson, Kansas, for 56 years. He still maintains an office in the Wolcott Building.

He and his brother, the late Dr. James E. Stewart, were founders of what is now Grace Hospital, one of the leading hospitals in this part of the state.

Doctor Stewart was born in Bedford County, Virginia, January 20, 1868. Dr. Richard Stewart was thirteen years old when the family came to Kansas. Both he and his brother, James E., graduated from the Hospital Medical College of Louisville, Kentucky. In 1890, they worked together at Hutchinson, and were associated until the death of Doctor James in 1910. They founded the first hospital at Hutchinson. For a number of years it was conducted as Stewart Hospital, but is now owned by the Methodist Church.

He was married on June 12, 1895 to Mary C. McCurdy, who was born in Hutchinson, daughter of James P. and Margaret McCurdy. They have two children, Margaret and John R. Margaret is the wife of Dr. Irl E. Hempstid, who was in service during World War I, and in November, 1920, became associated in practice with Dr. Stewart.

MRS. OLLIE MAY

Mrs. Ollie (Lawson) May came to Kansas in 1871 from Illinois in a covered wagon. She was the eldest daughter of Mr. and Mrs. John Lawson who homesteaded near Punkin Center, southeast of Hutchinson. Mrs. May's father was an early day newspaper owner and also served as member of the state legislature in the pioneer days of Kansas. He helped draw up the state prohibitory law. Before that he helped build the Santa Fe railroad line in this vicinity.

In the early days of Hutchinson, the Lawson home was at the present site of the Public Library. The entire Lawson family cooperated in publishing a newspaper known as the "Interior." Frank was editorial writer; Dwight, pressman; Ollie, typesetter; and Ted, advertising manager.

Mrs. Ollie May attended Sherman school and Mrs. Richardson was her instructor. She quit school at 15 years to learn the printing trade. Before her death, Mrs. May often told about going through the grasshopper invasion. She explained that the pests stripped every form of vegetation right before the eyes of the early residents.

The Lawson family came west in a covered wagon with the John Hoagland family. One of the longest friendships in Hutchinson is probably that between the Hoaglands and Lawsons.

Ollie May married Elmer May, base drummer in the Holaday band. He was an enthusiastic bandman. It is said that in those days if a good band man came to town with a circus, or dog and pony show, or even just drifting through, Elmer May or others would kidnap the bandman. The late C. H. Scott, a former managing editor of "The News" was one who was kidnaped.

Mrs. May was city treasurer for years. She was first elected under the council form of government. Then appointed through many terms under the present commission form. She also served as treasurer of the city schools for a number of years.

Following the traditional family interest in newspaper work, Mrs. May's son, E. Lawson May is one of the editors of the Hutchinson "News."

MRS. CHARLES J. RYDE

In March of 1874, Miss Nellie Allen and her two sisters, Annie and Lizzie, were seen being drawn across the prairie from the Santa Fe depot, with their uncle and aunt, Mr. and Mrs. Ed. Allen. These three orphan girls from London, England, caused quite a commotion among citizens of the twelve Hutchinson dwellings as the wagon brought them here to stay. — It was not long until they were all married; Annie to M. Hamlin, Lizzie to a man named Gray, and Nellie became Mrs. Charles Ryde in 1877. Nellie's husband was a pioneer paint merchant. They watched Hutchinson grow and were happy in its development. Mrs. Ryde lived at 407 West Sixth where her husband built a two-room house at the time of their marriage.

"Charlie" Ryde came here from Sweden in 1872. "Had it been daylight when I arrived and I could have seen what a forlorn wilderness this was then, I would never have stayed," said Mr. Ryde. "The town — there wasn't any. There were half a dozen little wooden buildings on Main Street. It was a dreary spectacle with the bare prairie stretching as far as one could see in every direction. The railroad didn't go any further than Sterling, or Peace as it was called then. I guess the only thing that kept me from going back east was that my brother, Fred, was running the bakery at 15 North Main, so I stayed."

After this Swedish lad and the English miss had lived through experiences and formed memories from many years of residence in Hutchinson, they made the following statements:

"I am glad now that I stayed in Hutchinson," said Mr. Ryde, after he had retired and was taking life easy.

Mrs. Ryde: "I always was glad we came. I always thought this was wonderful." The great out-of-doors offered here was quite a contrast to her home in London as a child.

MRS. ELIZABETH LEIGHTY, 908 NORTH WALNUT

Mrs. Elizabeth Leighty, then Miss Elizabeth Feltes arrived here August 7, 1876, from Illinois with Chas. Fridenburg to be with her

sister, Mrs. Fontron, and to clerk in a dry goods business run by Mr. George Gawl. The store was two doors north of the First National Bank.

She lived with the Fontrons on West First, next door to E. A. Smith, and across the street from W. E. Hutchinson.

The last raid of the grasshoppers came the very first year she was in Hutchinson. Mrs. Leighty remembered that she had hung all her winter clothes on the line. Neighbors rushed frantically over to tell her that she should get the clothes as the grasshoppers were coming. The sky soon looked like it was full of flying snowflakes as the grasshoppers were dropping. The merchants were pretty blue. Many settlers were so discouraged they found it hard to stay, and some left.

The coming-out party of Nettie Wilcox, quite a debutante of her day and a good friend of Mrs. Leighty, was held on Christmas night of 1877. It was one of the gala social events of the season. In those days everyone wore alpaca, as silk was scarce. Nettie Wilcox got a red velvet dress for the occasion.

Anybody who played a fiddle then could get up a dance here. A great many dancing parties were held. Square dancing was the only type here then. Mrs. Leighty said when she and Chas. Fridenburg danced the Glide Schottische which they had learned in Illinois, people thought they were putting on "airs." There were few or no shows of any kind, until the Christmas season of 1877. A theater was started in an empty store building. Boards were nailed on kegs for seats.

On the Fourth of July in the early days they had horse-racing. In the evening, there was a dance, and fireworks. The dance was in the Court House, which was falling to pieces, even though it was just a fairly new building. It was one of the financial scandals of the early days.

JOHN CHRISMAN, 303 EAST SHERMAN

John Chrisman came here from Steinford, Kentucky, in March, 1875. His father wasn't living at the time. His mother, Elizabeth Chrisman came to go into business because his brother, F. R. Chrisman, had a bookstore at the present Wiley Store site. John Chrisman worked in his brother's store after school and on Saturdays. The Chrisman's first home was directly east of the Methodist Church on First East.

John Chrisman attended the old Sherman school. Ed Moore, Mrs. Handy and Mrs. Sam Hutton were among his classmates. Mr. Chrisman went to the State University in the fall of '77, as the first student from Reno County.

Upon returning from the University, Mr. Chrisman worked in his brother's bookstore. Later he put in a bookstore of his own in Nickerson.

Mr. Chrisman told how the boys would go down in the corn field at Plum and Sherman and shoot prairie chickens after school. Everything north of Fourth was farm land at that time.

The city of Hutchinson had a population of 1,000 upon Mr. Chrisman's arrival. The original town was a mile square — from Plum to Monroe. There were one or two stone or brick buildings on Main. His brother's home was at 117 East First.

Everything south of the railroad tracks was wild. Everyone who had a cow (and everyone had a cow) would take it across the river to be herded. It cost \$1.00 each to herd the cattle north.

People came in with ox teams and covered wagons. Mr. Chrisman's brother had a harness shop. He employed five men to make harness and one man to make saddles. You could buy a fine farm for \$500, and \$500 would buy most any lot at that time.

The building occupied by the Johnson Funeral Parlors was then the residence of E. Wilcox and was considered quite *the* thing. The Winslow and Albright Drug Store was widely known because it was built of brick.

The Raff brothers had a dry goods store. Of course, there were no ready-made dresses then — nothing but the materials such as calico and alpaca and very few silks.

They built a canal from Cow Creek for the Water Mill. There was a flood, and thinking it was the fault of the dam, they took it out. That was the last of the old water mill.

Professor Hoagland, Walter Hoagland's uncle, was the leader of all the singing clubs, singing schools, and choirs. Professor Oakes taught instrumental music. In those days, every girl who had any money learned to play the piano.

A. J. KINGSLEY

In March, 1876, A. J. Kingsley moved his family from Illinois to Kansas, coming first to Hutchinson but locating on a farm in Southwest McPherson County. He moved to Hutchinson in 1893.

Mr. Kingsley was always active in the business life of this city. When the Hutchinson Fair Association came into existence, he and a few of his "cronies," all old settlers here, namely John Shahan, A. J. Malick, Oscar and Henry Davis, and several others, spent several days on his farm on the Little Arkansas river, where small trees were plenti-

ful. They brought some trees to town in a hayrack, and planted them as a little park between Thirteenth and Fourteenth. The large trees, almost all elms, still standing between these streets are the remains of that planting.

Under the shadow of these fine old trees lives Mr. Kingsley's daughter, Mrs. Artemus Ward at 25 East Fourteenth, and his grandson, Art L. Kingsley at 17 East Fourteenth.

When Mrs. Ward moved to her home in 1917, the remains of the old race track was in evidence on the lots east of her home.

CHAPTER XVI

Early Social Activities

Social life of the early pioneers centered around activities at the school house and first church. Although drinking was quite common, still Hutchinson was more of a temperate community than many of the towns in Kansas. This was because incorporators of the city made a ruling that a deed to any property could be violated by bringing liquor on the premises. One of the first notices published in *The News* contained the words, "Liquor saloons will be absolutely prohibited."

Athletic events always had a prominent part in the social life of the people. On July 4, 1872 this city had two baseball clubs, twelve croquet clubs and a glee club.

Outside of activities, which centered around the churches, the various lodges were important in the social activities of this city. On July 18, 1872, preliminary work had been done to organize a Masonic Lodge. D. Olmstead was chosen as chairman, and W. M. Ingraham, secretary.

Hutchinson has always been noted as a friendly town. This has been carried down from the days of 1872 when immigrants lived in covered wagons on the streets while arranging for a permanent abode. Others made their home in small tents in town or out on the prairie.

Hunting was the favorite outdoor activity. It provided recreation and also the principal means of supplying the table with meat in 1872 and 1873, when buffalo were plentiful.

Music always played a big part in the public gatherings. In the beginning, the favorite songs were those sung during the Civil War, such as "John Brown's Body Lies Mouldering in the Grave" and "Dixie Land." The first singing class was organized by Miss Olive Miller, described as a "juvenile beauty." Her class met every Thursday night.

E. L. Meyer, druggist, gave a party and dance in the new addition to

his Palace Drug Store, August 21, 1872. The dance included polkas, waltzes, and quadrilles.

Buffalo hunts were not always stag affairs. On September 19, 1872, Messrs. Hallowell, Rosan, Taylor Flick, Tom Whitelaw, and Al Hutchinson were accompanied by Mrs. Houck, Mrs. Flick and Miss Whitelaw on a hunting party across the big Arkansas River. They took tents and were gone several days to hunt bison.

The Hutchinson Quadrille Social Club was formed at Dickey's Drug Store, December 12, 1872. The club's finance committee consisted of R. C. Bailey, William Allen and Al Fell; floor managers were Lute Perry, J. Theobald and A. H. Moffat; the reception committee included D. S. Alexander, H. Whiteside and E. F. Staley.

The first Christmas in Hutchinson was gloriously celebrated by young and old. There were parties, fireworks, and dancing. A Christmas tree was furnished for the church Christmas party by B. F. Evartts.

Hutchinson's interest in dramatics began on March 13, 1873. Darling's Dramatic Troupe presented the play, "The Lady of Lyons."

Reno Masonic Lodge No. 140 A. F. & A. M. was granted its charter on Friday, November 14, 1873.

Hutchinson's first band made its first public appearance in September, 1875.

The first opera presented in Hutchinson was on July 18, 1877 at the courthouse. It was given by Richings-Barnard Company, starring Mrs. Bernard in "The Bohemian Girl."

While many dances were held during the first years of Hutchinson's history, still the first record of a dancing school was on October, 1882. The school was organized by Professor Mohler of St. Louis. Those present were Messrs. and Mesdames S. F. Roff, B. Wilcox, C. W. Patchen, J. F. Cundiff, Miss Wilcox and Smith Robinson, W. Hosea and sister, Frank Broadwell and sister.

Hutchinson theater goers were very proud of the new opera house, built during the latter part of 1882 at a cost of \$18,000. It was located at the southwest corner of Avenue B. and Main and was a two-story structure 50 by 100 feet in dimensions and had a seating capacity of 800. Officers in charge of the opera house were: W. T. Atkinson, president; C. B. Winslow, secretary; S. W. Campbell, treasurer; and a board of directors consisting of T. A. Bigger, A. R. Scheble, C. B. Colville, E. L. Meyer, H. Whiteside, W. T. Atkinson and S. W. Campbell.

The two weddings of special interest which occurred in December of 1879, were those of Miss Frankie Burrwell and J. B. Talbott and that of Miss Minnie Hale and Ed S. Handy. The first was December 17,

and the latter on Christmas Eve. Reverend D. M. Moore performed both ceremonies.

The A. O. U. W. Lodge was organized in July, 1881.

The citizens early began the work of tree planting which has made this city one of outstanding beauty as a prairie city. Many of old trees which furnish shade for homes now, were planted in the early 80's. In March, 1882, Mayor S. H. Sidlinger issued a proclamation adopting the last Tuesday of March, each year, as Labor Day for planting trees in the parks, school grounds, fair grounds, and along the streets.

Some of the outstanding musicians of the city were included in the first opera house orchestra in 1884. This organization included Professor C. H. Oakes, first violin; Allie Goldberg, second violin; Charles Patchen, viola; Kenneth Robertsen, cornet; Lew Dice, double bass and Miss C. Ricksecker, pianist. Among the vocalists mentioned at the same time was the Presbyterian quartet, which included Mrs. Innes, soprano; Miss Wilcox, alto; Mr. Cundiff, bass; and Mr. Nash, tenor.

Although Hutchinson people have taken an interest in baseball from the first professional baseball activities started on July 22, 1886, when the Hutchinson Baseball Association was formed at the office of R. A. Campbell. Plans were made for incorporation. Officers were: Directors, M. E. Allison, Samuel Forsha, A. J. Lusk, E. H. Young, Ed M. Moore, R. A. Campbell and C. L. Woodard. The organization had a capital stock of \$2,500.

A wedding of unusual interest occurred September 27, 1888, when Emerson Carey was married to Anna Puterbaugh at the residence of the bride on North Main. Reverend D. H. Stewart officiated. The account of the wedding in the *News* on September 27 stated that the groom is one of Hutchinson's most active businessmen.

On November 15, 1888, a public reading room was opened by Miss Louisa J. Hicks of Washington, D. C.

William McKinley, then Governor of Ohio, and Chester I. Long were honor guests in Hutchinson on October 2, 1894. Hutchinson had the biggest celebration to date on that occasion. There were between 25,000 and 30,000 out of town people here.

Hutchinson's Associated Charities Organization was formed in October, 1896, at the Commercial Club rooms. Representatives of the G. A. R., the Woman's Club, the Northside Science Club, the W.C.T.U. and the Commercial Club participated in the organization of this charity society, which has accomplished much in relieving unfortunate families since that time. Miss Lynette Matthews served as secretary of the

Associated Charities for a number of years, most of which time was without any salary.

Bicycles were all the rage in Hutchinson in the late 90's. A Hutchinson Cyclist Club was formed and conducted a series of bicycle races here on July 20, 1897.

Announcement was made on February 2, 1899 that Hutchinson was to have a new opera house. A contract for the foundation of the building to be located on the southwest corner of Main and Avenue B, where the first courthouse stood, was let on July 20, 1899. It stood for many years, and served as a place for many amateur and professional theatrical entertainments.

The I. O. O. F. Lodge was making plans for dedication of its new hall, nearing completion, on April 19, 1910. The building was to be ready for use in June.

The Mothers' Club of Hutchinson has had an outstanding record for its charity activities in this city. This club was responsible for the erection of the day nursery which was completed on November 17, 1913. The House committee of this organization at that time was headed by Mrs. G. R. Gage.

Two weddings of special interest occurred in February, 1916. The first was that of Miss Martha Steele and Ed McNaghten. The Bachelor's Roost, a club composed of prominent business and professional men, gave a dancing party with Mr. McNaghten and Miss Steele as honor guests.

The other wedding was that of Miss Lou Alice Gibbens and Willis North Kelly, on February 19 at the First Methodist Church.

Plans were announced erection of the Carey Lake Golf Course clubhouse southeast of the city on June 2, 1920, by Emerson Carey. The location was near Carey Lake, east of the Careyville addition. Plans included the club house, provisions for swimming, tennis and golf. Membership in the organization was to include employees of the various Carey industries, and invited members.

The Midland Theater held its opening on June 21, 1920. M. B. Shamberg was the first manager.

The Welker-Ray tract six miles northwest of Hutchinson was purchased as a site for the Hutchinson Country Club, July 7, 1920. It included 138 acres. The club decided to construct an Old English type club house at a cost of approximately \$50,000.

It was a coincident, that during the year the Country Club was constructed, Emerson Carey donated 200 acres of land to the city, along the north bank of the Arkansas River, south of the city limits, with the

stipulation that it be maintained as a city park. This park provided people of moderate means with an attractive golf course.

In July 1921, the Masonic organizations were making plans for the erection of a new Masonic Temple, which was later built at the corner of Sherman and Walnut.

The Women's Civic Center Club House, donated by Emerson Carey, was opened to the public on March 6, 1925. It was the home of Mr. and Mrs. Carey before they moved to their new Willow Brook home in Island Park, northwest of the city.

CHAPTER XVII

"It Pays to Hang On"

The Life Story of Emerson Carey

By HARRY STEWART

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One day in the fall of 1878 a covered wagon drawn by two tired horses halted in the muddy road near a field in Missouri where a man was digging potatoes. The man stopped his work to look at the outfit.

He saw a typical prairie schooner, the sort of a vehicle which at that time was passing his place by the hundreds on the way to Kansas and the West. The tired horses hung their heads, their flanks heaving with fatigue. In the shade of the wagon box a dog panted with lolling tongue. A bucket hung from the axle of the vehicle, and from the back protruded the handle of an ax.

The driver was a woman. She wrapped the lines about the whip socket, put one foot on the high wheel and clambered stiffly to the ground. Seven children — the youngest a child of two, the eldest a boy of fifteen — erupted from under the canvas cover and joined her. "Mister," said the woman, advancing toward the field, "I'd like to make a trade with you for some of those potatoes. My money's run out; but I have a good milk crock that I could spare."

The man looked at the group with some astonishment.

"How fur hev you come with all them kids?" he asked.

"From Illinois," she replied. "We're on our way to Kansas."

"Well, my land!" was the response. "That's a long ways for a woman. Sure, I'll give you some potatoes for your crock. Where's your sack?"

While she was getting the bag out of the wagon, the man looked over the children. The littlest ones were giggling and hiding behind each other. The middle-sized ones stubbed their toes into the ground and wriggled shyly. The eldest, a boy, gave him back look for look.

"Well," remarked the farmer, "I suppose you younguns seen some sights on your trip?"

The boy nodded.

"Uh-huh," he answered. "We saw the big river and a steamboat, and lots of things. But the best was Abraham Lincoln's tomb at Springfield. He was a great man. I wish I could be like him."

The woman came back with the sack, and the farmer began to throw potatoes into it. When the bag was full he heaved it into the wagon bed. Then he turned.

"You just keep your crock, lady," he said. "I got more'n I need now."

Then he spoke to the boy.

"I thought a heap of Lincoln myself," he said. "You try to grow up like him, son. He made his own way by just hard work, honesty, and sticking to it. You kin too!"

The boy grinned and nodded.

"I'm sure goin' to try!" he said.

The brood climbed back into the wagon, the woman unset the brake and took out the whip.

"Gid-dap!" she shouted.

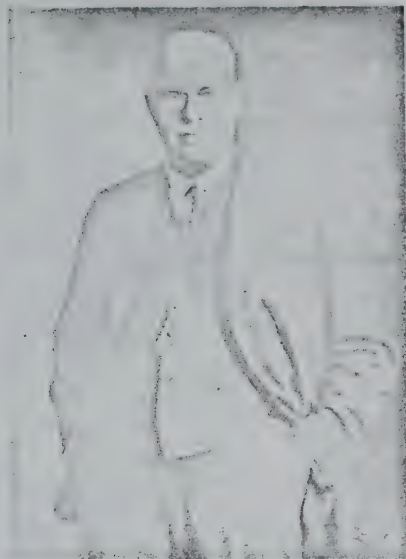
The horses strained into the collars, and, with a creak, the unwieldy vehicle started down the road toward Kansas.

The boy's name was Emerson Carey.

When I talked with Mr. Carey, forty-six years had passed since he came from Illinois to Kansas, walking beside the covered wagon of the "settler." From the library of his home, five miles from the town of Hutchinson, Kansas, I looked out over the smooth rolling fairways and emerald greens of his private golf course. The house is embowered in trees, as is the country around.

The golf course of nine holes, one of the best in the state of Kansas, is open to the citizens of Hutchinson. A two-hundred acre park is

another of Emerson Carey's gifts to the prairie town into which he walked forty years ago, a barefoot boy with twenty-five cents in his pocket. When he built his house in the country he gave his town house as a clubhouse for women.



Emerson Carey

He is president of The Carey Salt Company, which produces about one-third of all the table salt used in fourteen of the big Middle-Western states. He is the fourth largest individual producer in the country. Other business interests are wide-spread and profitable. He refused a third nomination to the state senate because he thought he had sufficiently fulfilled his civic duty. During the war he was fuel administrator for the state of Kansas.

At sixty-two Carey's game of golf is the envy of men half his age. In his library are dozens of trophies which he has

won in tournaments all over the country. He shoots the average eighteen-hole course in less than seventy-five. And he is left-handed too! Ask any golfer what that means.

But I started to tell you how Carey came to the state of Kansas. He was born on a rented farm in Grant County, Indiana, in 1863. When he was six years old, his father moved to another place, in the eastern part of Illinois. The elder Carey was a man who believed that fortune awaited him just over the hill — and he kept his family pretty well on the move trying to catch up with it!

In 1878 he decided to go to Kansas and take up a government claim. There wasn't money enough for husband, wife and seven children to make the trip on the newly completed railroad, so it was decided that the father should go on the train, and the rest to follow in the covered wagon. There was nothing unusual in this arrangement. Few of the settlers could afford the comparatively heavy expense of moving household goods and stock by rail. Hundreds of prairie schooners followed

the western roads every day, and seldom was an evening fire lighted out of sight of other camp fires.

The Careys set out in the month of September. The mother, an able pioneer woman, drove the team. The smaller children rode; the bigger ones walked most of the time, to rest the horses. When evening came they hunted for a camping ground with good wood, water and grass.

At this time Lincoln's personality and his death were still strongly in people's minds. It is not strange, therefore that Mrs. Carey should have made a detour through Springfield, Illinois, to visit the newly erected monument over the tomb of the martyred president.

She pulled the heavy wagon up to the side of the road, got down, and took her children across to the railing around the tomb.

"There's where Abraham Lincoln lies," she told them. "I want you to remember it — and him."

The incident made a great impression on young Emerson. To be almost in the presence of the body of the great man crystallized all that he had heard about him. Thereafter, for many years, when confronted by a choice of two courses of action, the boy always asked himself, "Would Lincoln have done this?" If the answer was "No" his conclusion was, "Neither will I!"

Two months after the beginning of their journey found the Careys at the little prairie village of Sterling, Kansas, where the father proposed to make a start.

"Kansas has changed a great deal since I first came," Emerson Carey told me. "When we halted that evening, and I looked over the wide, rolling prairie, my heart sank a little. It was almost perfectly flat. Even from a slight eminence you could see for miles, and, except for a few cottonwoods straggling along the rare water-courses, it was just one wide expanse of buffalo grass.

"Dotted about were sod houses, and behind them were stock shelters made of poles roofed with straw and earth. It was hard to believe that this barren-looking land could bring forth wealth.

"We first lived in a sod house. This was built by ripping up slabs of tough prairie sod about eighteen inches long, a foot wide, and three or four inches thick. These were laid like bricks to form the walls of the dwelling. It made a better habitation than you might think, for the sod soon welded together into a solid mass, which was almost impervious to heat or cold.

"When we first arrived our fuel consisted of 'buffalo chips' which we children gathered from the prairie. The buffalo had already moved farther west and north, but evidences of their former occupation were

numerous. After we raised a crop of corn we burned the stalks.

Carey paused to laugh.

"If a settler didn't have a big family of children he almost froze in the winter time in those days," he remarked. "It kept two of us youngsters hustling to gather the cornstalks, while two more fed them in the stove.

"Father never took up a claim," he went on. "We rented some ground and I farmed it the next summer while he worked in town. That year we had hot winds and the corn burnt up. We didn't even make seed.

"Father decided to go farther north, so we moved again — this time to McPherson County. Here we rented more land which I farmed. We made out a little better on this venture; but father didn't want to throw away his homestead right without being sure he had found the best spot. Accordingly, he went out scouting while I stayed in McPherson County and finished up another crop. Then I decided to go to Hutchinson, which was on the railroad and showed promise of becoming a thriving town. It was only forty miles away, so I walked. I had just a quarter in my pocket when I arrived.

"That was in 1880. I was standing on the corner looking at the tall buildings — some of them had as many as two stories — when a man came up and asked me if I was looking for a job. I said I was.

" 'Well,' he said, 'you come over to my coal and feed yard. You're hired.'

"I didn't ask any questions about the salary, but when I learned the amount of it I was overjoyed. I was to get twenty-five dollars a month. It seemed princely to me.

"During the two years I worked in the coal yard I came to know a man named R. E. Conn. He was about forty-five or fifty years of age, and was reputed to be well-to-do. He had no regular occupation; often he dropped into the coal yard and talked with me. Once he asked me what I wanted to do with myself. I told him that I wanted to get into business on my own account.

" 'Well,' he said, 'why don't you?'

"I said I didn't have any money. The fact was, I was sending everything I earned, except what was needed for my board, back to my father and mother. I even slept in the coal yard to keep down expenses.

"One evening I was walking back from the boarding-house after supper. It was the time of year when the days are short; darkness had already fallen. As I walked along, I passed houses of men who had already begun to prosper. As I looked into the lighted windows and

saw the well supplied supper tables, I couldn't help thinking of what my folks were having to eat that night.

"I didn't know what they had for supper, but I did know it wasn't very much. A day laborer's salary has to be spread out pretty thin to clothe and feed six children.

"It made me a little discouraged. I thought, 'Why is it that other children can have all those nice things, and my brothers and sisters have to do without them?'

"Suddenly the answer came to me: There I was, waiting for something good to happen to me, instead of digging it out for myself. I knew that Lincoln would never have been satisfied with that.

"The next morning, when Mr. Conn came into the office, I asked him to stake me to go into business.

"He looked me over slowly, and then he said:

" 'Emerson, I have been watching you pretty closely. I made up my mind a long time ago that you were honest, and that you had business ability. In fact, two or three times I came pretty near proposing that we go into partnership together, I to put up the capital and you to run the business. But I always hesitated, for I figured that if you didn't want to get ahead bad enough to make an effort maybe you wouldn't succeed. I see now that you have initiative enough to go after what you want. It's a go. We're partners!'

"Well," continued Carey with a quizzical look, "it sounds bigger than it really was. Conn put up three hundred and fifty dollars to start us in the coal business. We got a yard and a shed; bought a pair of second-hand hay scales, and opened up. Conn was able to get us credit for a couple of cars of coal.

"We prospered right from the first. Two years later, Conn sold out his interest for nearly ten times the sum of his investment. Two years after that I bought out my partners for more than double what they had paid Conn.

"By 1888, I was doing right well. I got married and built a nice two story house in town. I had added building materials to my line; the future looked rosy.

"But 1889 marked the culmination of the Kansas land boom. For four or five years, people had been buying and selling land with no reference at all to its real value. For instance I have a building in Hutchinson which stands on two lots that were sold in 1888 for four thousand dollars apiece. In 1895 I bought them for one hundred and twenty-five dollars each—which was their real value. But during the boom real estate changed hands almost hourly, and always at a profit.

"Everybody realized that there was going to come a time when prices would go so high that somebody was going to be left holding land without a buyer. Of course each speculator figured that he would be smart enough to pass it on.

"When the boom failed it was just as if a bubble had been pierced. Prosperity vanished into thin air. Eastern banks began to call loans on Western banks and the Western banks tried to call in their loans.

"All of a sudden there wasn't any money. No one could pay his bills. The banks began to fail. The smart speculators who had sold out at a big paper profit found themselves unable to collect. On hundreds of farms the owners loaded their families and household goods into the old covered wagons and left the land to the mortgage companies. The collapse was terrific. The state did not fully recover from the effects of it for more than fifteen years.

"I was caught along with the rest. Not in land speculation, for I had let that severely alone. But I was badly overextended. Right there I learned my first real business lesson. It was: Never borrow money to buy something that you don't need.

"It happened this way:

"The summer before I had borrowed five thousand dollars to buy coal for my winter stock. It readily sold at a good profit. In the spring I went to the bank to pay off the loan and take up the note. Remember, the boom was at its height then, and money was plentiful, although interest rates were high.

"The banker said me: 'Look here, Emerson, you don't need to pay that loan. You'll find a place for the money. We know it is safe in your hands.'

"Well, the flattery of such an offer swelled me all up. I had no plans calling for the use of the money, but I took it and made my plans afterward.

"When the boom burst it found me with that note still unpaid. The collapse of land values carried everything else down with it. Wheat dropped to thirty cents a bushel. My stock went down like everything else. When values had stopped shrinking, my business and everything I owned didn't equal what I owed!

"Well, I went to the bank and told them that if they would give me time I could straighten things out. As there was no other course possible, they agreed. I took up the struggle of trying to carry on my business and meet the interest on my loans. Altogether my indebtedness amounted to about fifteen thousand dollars.

"In 1890 I got my second lesson. It was this: Remember that, nine

times out of ten, a poor man cannot afford to pay interest.

"I was running along the best I could when one day the freight agent came in and said, 'Look here, Emerson, the check you gave me for that last shipment of coal has been refused by the bank. It is marked 'insufficient funds'.'

"That's queer," I answered. 'I know the money is there.'

"I walked over to the bank and asked the cashier about it.

"'Yes,' he told me, 'I turned that check down. You did have some money in your checking account; but one of your notes came due. I just paid it out of your account.'

"Well, I was pretty sore. The bank had agreed not to do that. Such a course was equivalent to closing me down. I went to the president, and got him to rescind the cashier's action. Then I began to take stock of myself.

"Besides my business, I owned my home, which my creditors couldn't touch. Under the law it was exempt. I had a little other property here and there. I decided if there was any earthly way to do it, I was going to get out from under that load of debt.

"I went home and asked my wife if she would be willing to turn the house over to my creditors, and go and live in a little cottage until we got on our feet again. She was game.

"I sold every single thing in the world I possessed except the good will of the business, and I managed to clear off practically everything I owed. Then I went to work again with a clear mind. Right there I began to go up-hill.

"You know," Carey continued, looking at me with great earnestness, "I just got to thinking about that house. Legally, I didn't have to give it up. But I saw that it wasn't right for me to keep it. 'Lincoln,' I thought, 'wouldn't skin his creditors on a technicality, and neither will I.'

"From the time I sold everything that I possessed and liquidated my debts," Carey went on, "I prospered. In the amount I saved in interest alone there was a fair living.

"By 1901, in addition to my coal and building material business, which had now become quite extensive, I had an ice plant and other interests.

"At that time a great deal of salt was being produced near Hutchinson. The salt bed, three hundred feet in thickness, was found at a depth of four hundred feet. It was brought to the surface in the following way:

"A hole seven hundred feet was drilled in the earth, penetrating

entirely through the layer of salt. This hole was cased with iron pipe, to a depth of four hundred feet or to the top of the salt. Inside this pipe a second pipe, much smaller, was extended to the bottom of the bed. Then water was pumped down the outside and up the inside pipe. This water, in its passage through the bed, became impregnated with salt in the proportion of one-fourth. After it reached the surface, it was evaporated in large pans, and the resulting salt — very pure and finely divided — was used as table salt.

"It is still produced in the same way; but in addition we now mine the salt, exactly as coal is mined. Mined salt, which contains some shale and other foreign matter is crushed and used to make ice cream or pack refrigerator cars, and for other purposes where absolute purity is not essential.

"In 1901, therefore, I decided to go into the salt business. And there I learned my third lesson. It was: Don't be bluffed out, if you are satisfied that you are right.

"There were already about fifty producers in this section. Naturally, they did not regard the appearance of still another competitor with any favor. One man said to me:

"'Carey don't go into this business. We don't want to see you smash. If you'll quit now we will even take your equipment and land off your hands, and let you out clean.'

"'You don't need to,' I told him, 'I'll get along.'

"'You think you will,' he answered. 'Now, let me tell you something: Right there in that warehouse are thirty-five thousand barrels of salt. They are all paid for, and ready to go on the market. The day you start to sell salt we'll dump them. Then where will you come out?'

"I told him that we'd see, and left him.

"Well," Carey continued, "they went through the regular stages. When I wouldn't be bluffed they did exactly what they said they would, and forced the price of salt from one dollar and fifty-five cents a barrel to fifty-five cents a barrel. I took the profits from my ice and coal business and hung on. After a while they got tired of giving the salt away, and raised their prices. So did I. From then on, I had no further trouble.

"But my last — and greatest — business discovery did not come until many years after I was in comfortable circumstances. Then I found that I had been practicing the principle long before I had really formulated it.

"It was simply that the most profitable thing that any man can do is just to stick!

"In my business as in most industries, you will find that the men at the top are not geniuses; they are only pluggers. No doubt at times, when you meet the head of some large business enterprise you have said to yourself, 'My what a dub! How in the world did he ever get up there? Why he doesn't know enough to get in out of the rain!'"

"Well, maybe not — but he stuck! Time was his best ally. He hung on doing his little best, while smarter men above got impatient and departed for new pastures. Step by step he went up, supplying what he lacked in genius with a lot of hard work and loyalty to his job. And, at the end of the chapter, there he is — at the top.

"Sometimes it may seem kind of 'dumb' to stick in one place, like a limpet clinging to a rock. A young chap thinks it's pretty slow; he would rather get out and see the country. He does — but he sees it from a day coach or from the rods under the car.

"The man who sticks sees the country, too; but he gets his view, a little later, perhaps, from a private-car window or from a limousine!"

"It pays to hang on."

CHAPTER XVIII

Development of City Government

The evolution of our city government from the town council system to its present commission type with its various departments is very interesting to any student of civics. In the beginning, the only training available for city officials was the bitter school of experience or as some of the past city officers might say, "the school of hard knocks."

The problems of those who carry on our city government are understood fully only by those who have had the responsibility of holding office. And those who try the hardest to fulfill their responsibilities are sometimes criticised the most by those whom they are trying to serve. The biggest difficulty in Hutchinson has been to get the persons who are most qualified to run for office. And since that always has been true, those who do not care to run for office should not be too critical of those who do.

Hutchinson has gone through many changes since its incorporation as a city of the third class on August 15, 1872. Taylor Flick was the first man to be chosen mayor. The first members of the city council were: E. Wilcox, D. M. Lewis, R. P. Bailey, G. A. Brazee and John Mc Murray. H. W. Beatty was city clerk and treasurer. Naturally, at first the city administration performed only

the rudimentary requirements of government, the protection of life and property.

City officials were elected annually at first. The second mayor elected was C. L. Kendall. He defeated J. B. Brown by only a single vote in April, 1873. The first public improvements were started during his term of office. It was the construction of a sidewalk on the west side of Main street from the Santa Fe tracks to Cow Creek.

In 1874 J. B. Brown was chosen mayor. The chief problem of the town council then was the placing of hitching posts on Main street. Shoppers from the rural districts wanted them close to the stores, but the towns-people disliked them for in rainy weather the horses fighting flies would stamp their feet and splash muddy water on passersby. The location of hitching posts continued to be a problem until the last ones in town, near the courthouse at Ave. B and Main, were finally eliminated.

The sale of intoxicating liquor in Hutchinson has always been a problem for city officials to deal with. In 1875 when E. Wilcox was serving as mayor, the first request for a permit to operate a saloon was turned down by the city council.

Geo. W. Hardy was elected mayor in 1876. During that year bridges were constructed over Cow Creek on Main street and also across the Mill race on Ave. B. Many additional sidewalks were laid that year because of the town's growth. Mayor Wilcox was re-elected in 1877. Then the council started the city's flood control activity. Bonds were voted to straighten Cow creek through town and to build levees along its banks to hold back the water.

Sprinkling of the city's streets was started in 1878 when L. A. Bigger was serving as mayor. Another outstanding event in his administration was the change of the cemetery, from its first location in the northwest part of the city to the then new Eastside Cemetery.

In order to enhance the beauty of the city, 1,000 cottonwood trees were planted along the old Mill race in 1879. This was while A. K. Burrell was serving as mayor. The first license for a saloon was granted under his administration. Immediately afterwards, it became necessary to have a night police force.

Hutchinson's first step in fire protection was started in 1880 when John McCullough was mayor. A windmill and tank were purchased to furnish water to aid the volunteers who fought the first fires.

Mayor McCullough was succeeded by S. H. Sidlinger who served as mayor in 1881 and 1882.

In 1883 J. T. Lane was chosen mayor. That year the town council purchased a fire engine, hose, and other equipment to aid the volunteer firemen. The city was also enlarged by laying out its first addition to the original townsite. A city scales was also installed.

S. W. Campbell was unopposed in his candidacy for mayor in 1884 and was re-elected in 1885. During his administration a movement was started for a public water works. The principal streets were graded and gutters were installed. An ordinance was passed providing for a water works, and a franchise was given the Interstate Gas Company.

Hutchinson became a city of the second class March 26, 1886, as the population had reached 2,300. L. A. Bigger was the first mayor under the changed form of government. John Severance was given a franchise for a horse or mule-drawn streetcar line. Hutchinson took the initiative to make this a railroad center by voting bonds to aid in construction of both the Wichita and Western railroad, now the Missouri Pacific Line, and the Chicago, Kansas & Nebraska railroad, which is now the Rock Island.

Mayor Bigger was re-elected in 1887. It was then the construction of sanitary sewers was first started. Up to this time, the city officials had been very conservative in their expenditures. Mr. Bigger was continued in office in 1888 when the "boom days" began. The boom resulted in many new additions to the city being made, and property values were greatly inflated.

In 1889 Hiram Constant was elected mayor. The city voted \$20,000 in bonds to the Hutchinson & Southern railroad, which later was taken over as a branch of the Santa Fe. R. R. Price was given a franchise to manufacture gas for lighting and heating. Mayor Constant died while in office and was succeeded by J. V. Clymer, president of the city council.

John Severance was chosen mayor in 1890. During his administration the city ordinances were revised. The need for the revision is illustrated by the fact that one of the early ordinances was to regulate steamboat traffic on the Arkansas river, which in the early days was considered a navigable stream.

In 1890 R. A. Campbell was elected mayor. However, he did not remain in office long, for when the council refused to confirm his appointments he resigned. W. L. Winslow succeeded him as mayor. His predecessor was then appointed city attorney.

In 1892 the number of wards in the city was increased from four to six. Frank Vincent was selected as mayor. Under his administration, the old board sidewalks in the city were condemned and an ordinance passed requiring either brick or stone walks. Mayor Vincent was re-elected in 1893 and again in 1895 to serve a two year term. Since the boom had collapsed, the city finances had gotten in bad shape. So in 1895, \$18,000 in bonds were issued to take care of city script which had accumulated.

J. P. Harsha was elected mayor in 1897. During his term of office \$25,000 in bonds were voted to build a depot for the Hutchinson & Southern railroad. This depot was taken over by the Missouri Pacific after the Hutchinson & Southern was purchased by the Santa Fe. In 1898 a building on west Sherman street was purchased for use by city offices and the fire department.

In 1899 J. P. Harsha was again elected mayor. The city council gave a franchise to E. H. Hoag to serve the city with natural gas. By 1900 the city had accumulated a bond indebtedness of \$184,000 which was financed at 6% interest. L. A. Bigger was employed to refund the bonds on a 5% rate.

Frank L. Martin was chosen mayor in 1901. During his term of office, the council granted a franchise to J. S. Bellamy and W. E. Burns for a city telephone system. An unsuccessful attempt was also made to get the city to purchase the Water, Light & Power Co. Some sewer extensions were made, but the council brought about many economies to reduce expenses.

In 1903 J. P. Harsha was again elected mayor, and re-elected in 1905. The outstanding event of his administration was the construction of the Harsha drainage canal at a cost of \$30,000, connecting Cow creek with the Arkansas river. Losses from floods in 1903 and 1904 had made it mandatory that something be done. Hutchinson's program of street paving was also started in 1905. Main Street was paved from Fifth avenue to Ave. D.

The city council gave a franchise in December, 1905 for an electric streetcar line. This project was headed by a Emerson Carey, K. E. Sentney, C. W. Williams, C. H. McBurney, A. W. Smith, and J. S. George. The streetcar line was later all under the ownership of Mr. Carey.

J. P. Harsha was again chosen mayor in 1907. The following year the city council passed an ordinance to change from council to city commission form of government. This matter was submitted to the voters and passed in March 1909.

Frank L. Martin was the first mayor under the new form of government. The other commissioners were Geo. W. Winans and C. W. Oswald. In 1909 bonds were voted for a new bridge at Ave. A and Main.

Hutchinson became a city of the first class on February 21, 1911 since its population was over 15,000. Frank Vincent was elected mayor. The city commission was then increased from three to five members. During that year bonds were voted for the erection of Convention Hall. The corner stone was laid by William Howard Taft, president of the United States, on Sept. 26, 1911.

Hutchinson's "White Way," the cluster type street lights on the corners of Main street, was established in 1913, while L. S. Fontron was serving as mayor. The first city ordinance regulating automobile parking was passed during his term. Numerous other minor public improvements were initiated.

F. W. Cook served as mayor in 1914-1915. During that time the matter of closing shows on Sunday was brought up for a referendum vote and defeated. A. G. Gleadall followed Cook as mayor in 1916. But in 1917, Cook was again elected mayor. That year the city paved Adams street and put in the industrial district closed-type sewer from the Soda Ash plant to the river.

In 1919 C. H. Humphreys was elected mayor. During his administration more public improvements were put in than in any previous year. Among them were bridges, sidewalks, sewer extensions and new paving.

R. P. B. Wilson was appointed Justice of the Peace by the Governor in 1919. He was continued in that office until the present City Court was established.

Geo. E. Gano was chosen mayor in 1921. It was during his term of office that the city accepted the gift by Emerson Carey of a large tract of land along the north bank of the Arkansas River, south of the old Riverside Park, to be maintained as Carey Park. Mayor Gano at his own expense beautified the center parking between Walnut and Poplar streets. During his term of office the city greatly extended its street paving system.

Walter F. Jones was chosen mayor in 1923. During his term nearly two and one-third million dollars was expended for paving, curbing and guttering. President Warren G. Harding visited Hutchinson in 1923. He gave an address before a large crowd at the State Fair grandstand. He was also taken to the Chester O'Neal farm west of the city where he drove a tractor pulling a binder.

Mayor Jones was re-elected in 1925. An industrial gas franchise was granted to the Wichison Gas Co. and another franchise was given the Water and Light Co. The city officials used their influence to get the Santa Fe railroad to build Way yards to eliminate much of the downtown switching, which often blocked Main street traffic. In 1926 Mayor Jones resigned to campaign for representative in the State Legislature. He was elected. C. M. Williams was chosen mayor to fill the unexpired term.

C. E. Lyman, who had served the city for four years as finance commissioner was chosen mayor in 1927. During his term of office the citizens voted for a \$75,000 bond issue for the purchase of the municipal airport, and also \$38,500 in bonds for the construction of a swimming pool at Carey Park. Convention Hall was remodelled, and Cow creek was bridged along Ave. A west of Main. Mayor Lyman started a sinking fund for the purpose of retiring the bonds on Convention Hall.

H. J. Haskard was elected mayor in 1929. He had previously served the city for six years as commissioner of streets. During that year the city administration was faced with the difficult problem of handling the flood emergency which caused a great deal of expenditure because of damage to bridges, streets and public buildings.

A. Lewis Oswald became mayor in 1931. By that time the city population had increased to 28,085 and the assessed valuation was \$34,146,000. Steps were taken by Mayor Oswald to modernize the police department. Louis D. White was appointed mayor. The department was entirely re-organized and put in distinctive uniforms, which added much to the respect shown the officers. Al Stout, a pioneer citizen who had served as chief of the fire department many years was replaced by Joe Bennett. Mayor Oswald initiated the establishment of the City Court to replace the Justice of Peace courts and took steps to refinance the bonds on Convention Hall. He also gave the Gas Service Co. a new franchise.

C. L. Burt was elected mayor in 1933. The outstanding achievement during his administration was the widening of Fourth Ave. through the city and building the big viaduct with aid from the State Highway Commission. During his term the present fire and police building was erected on Ave. B, a big improvement over the old quarters on Sherman. The police department was also provided with radio equipment. The paving was put in where the streetcar track was taken out on Main, Fifth, Monroe and Ave. A. A new outfall sewer with gravity flow was constructed, which saved the city building a new pump

house, and also about \$500 a month operating cost. A new milk inspection ordinance was passed, and the state cash basis law was put into effect by issuing \$213,000 in bonds to cover a deficit which had accumulated over a period of years. A Civil Service Commission was provided to examine city employees.

D. J. Wilson was the next mayor to hold office. He served two terms from 1935 to 1939. A modern sewage disposal plant, costing over \$300,000 was erected near the river. Many other smaller public improvements were made. These included the Sandhill Division Ditch costing \$51,000, and the Elm Street Storm Drain costing \$107,870.

Willis N. Kelly was elected mayor in 1939 and served for two terms. Since World War II started during his administration, he initiated the formation of the Civilian Defense agencies, including the Auxiliary Police, air raid wardens and other special defense measures.

H. H. Heaps was chosen mayor in 1943. During his term of office, a special election was held to vote \$2,000,000 in bonds for a new city building. The bond issue was voted down. A franchise was granted to the McVay Brothers to operate a motor bus transportation system.

A. D. Bell, who was elected mayor in 1945, is the pastor of the Universalist church. He is the first minister to serve as mayor of the city.

HUTCHINSON PUBLIC LIBRARY

Starting with a collection of 500 books gathered in 1901 by the Women's Club, the Public Library has grown until now it has 45,700 volumes. The original gift of books was accepted for the city by Mayor Harsha, who appointed the first Library Board.

The first board was composed of 12 women, who were: Mesdames A. L. Forsha, J. W. Winans, J. W. Hodges, J. A. Fontron, Fred Carpenter, Dr. Miner, W. Y. Morgan, W. L. Woodnut, F. W. Barton, Fred Gooter, and Misses Bessie Penny and Damie Bigger. In the beginning, those women worked hard, giving teas and other social functions, to raise funds for the library.

The first library was in a room over *The News* on East Sherman. Later it moved to larger quarters over the Fire Station on West Sherman. In 1902 steps were taken to procure a building. L. A. Bunker gave three lots at Fifth and Main as a site. Andrew Carnegie donated \$15,000, which was used to build the first portion of the present building. The new library was formally opened January 19, 1904. A tax levy was voted to support the institution. In 1916, through efforts

of L. F. Fontron, Mr. Carnegie presented \$15,000 more to add a reading room and balcony.

The city library maintains branch libraries in three schools, located in outlying districts of the city, for the convenience of children. The children's librarian spends a half day each week at the branch libraries. The wide use of the library is shown by the fact that in 1945 it had 24,500 card holders, who borrowed a total of 158,553 books.

CHAPTER XIX

The Chambers of Commerce — The Y.M.C.A.

When one considers the steps of progress which have brought about the development of Hutchinson from a small prairie town to a progressive city, it is readily apparent that the Chamber of Commerce has played an outstanding part in bringing about the advancement of the city.

The leaders in the industrial life of the city and members of the various professions have taken their turn in serving as officers of the organization and as members of the various committees. Except for the unselfish work of these men, this city could not have made the progress which has been made.

Space will not permit giving a complete resume of the work of the Chamber of Commerce from its beginning. However, the resume of the 1945 highlights of the organization's activities furnished by Bert Snyder, secretary, shows the many activities which are carried on to build a greater Hutchinson.

During 1945 the Chamber of Commerce aided in bringing about a bus transportation system, airline service to Kansas City, the over-subscription of Reno county's infantile paralysis quota, the completion of runways and landing lights at the Municipal airport, and completion of a second hangar.

Since 1945 was the final year of World War II, the Chamber of Commerce program included many activities to aid in the war effort. Among them were a successful salvage paper drive, the establishment of a Veterans Information Center, three War Bond campaigns, the American Red Cross drive, the Prisoner of War camp, location of a U. S. Coast Guard direction finder station near this city, the United War Fund and Community Chest campaign, the Infantry show in the interest of the War Bond Drive, and the celebration of V-E and V-J Days, Navy Day, and the Victory Bond Air Show.

One of the premier accomplishments of the Chamber of Commerce was getting the Hutchinson Naval Air Station approved as a permanent installation. The Chamber of Commerce also arranged with naval authorities for public open house programs at the institution.

The Chamber of Commerce worked with city and federal authorities to secure the completion of flood control plans by Army engineers. It worked for the establishment of an Industrial fund through the new half-mill tax. The Chamber of Commerce succeeded in bringing several new industries to this city, such as the Eaton Manufacturing Co., and Tammany Industries. Work was also done in securing completion by the State Highway Dept.

Agricultural activities of the Chamber of Commerce in 1945 included banquets for the State Fair livestock exhibitors, and the Kansas Master Farmers and Homemakers. Aid was also given the State Fair by bringing in 26 high school bands, giving a luncheon when the Governor visited the fair, entertaining State 4-H Club members, and maintaining an information booth at the fairgrounds. Aid was also given the Reno county dairy and beef cattle shows. A Reno county 4-H club annual achievement dinner was served.

Other Chamber of Commerce activities included aid to Troop train service, served as clearing house for post war ideas, secured a league baseball team for 1946, aid to civilian aviation, and work done in securing competitive freight rates for local industries.

The increasing popularity of the Hutchinson Chamber of Commerce in 1945 was shown by the fact that 105 new members were added to the roster bringing the membership to a new high record.

THE HUTCHINSON JUNIOR CHAMBER OF COMMERCE

In May, 1939, a group of thirty-nine young men organized the Hutchinson Junior Chamber of Commerce to provide younger business and professional men a medium for training in citizenship and Chamber of Commerce work, and to promote the civic, industrial, and educational activities of the community.

Any male of good character, interested in the purposes of this organization, and between the ages of twenty-one and thirty-five inclusive, was eligible for membership.

A board of thirteen elected directors, from which officers were elected, governed and handled business affairs. Jack Davis was the first president, and was followed in succeeding years by A. L. Blickenstaff, W. G. Woleslagel, Phil Stump, Dr. A. C. Syler, G. G. (Joe) Biles, and Carroll Sargent. W. G. Woleslagel served one year as state

vice president. Phil Stump served as a National Director for Kansas.

The Jaycees were instrumental in starting and planning the Prairie Pow Wow as the 70th anniversary celebration of Hutchinson. In 1943 the Jaycees organized and set into motion the Hutchinson Youth Center, later known as the Hawks Nest.

Besides being in charge of the Infantile Paralysis March of Dimes campaign, and taking an active part in Community Chest and Red Cross drives, the Jaycees have sponsored fire prevention, safety, city beautification, Christmas lighting, and "get out the vote" campaigns.

Each year they entertain 4-H members attending the state fair; sponsor a Halloween Party for youngsters, and sponsor "Boys' City," in which high school students elect officials who govern the city for one day.

The Hutchinson Junior Chamber of Commerce is a member of both the Kansas and the United States Junior Chambers of Commerce. It has received the Geissenbier Memorial Award for being the outstanding Jaycee organization in the state; and has received honorable mention for the Harold A. Marks Memorial Award, a national award.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION

The Y.M.C.A. was first organized here August 4, 1876 with Rev. T. J. Templin as president, and Rev. D. N. Moore, vice-president. However, the work of the organization did not become thoroughly established until 1890, when the upstairs of a business was rented downtown. Will L. Upshaw was the first active secretary. He served



The Y. M. C. A.

without pay for two years and then went to Portland, Ore., to join the Y.M.C.A. staff there.

In 1893 Edgar S. Leeman became the first paid secretary of the Y.M.C.A. with a salary of \$400 per year. He is now general manager of E. B. Price & Co., wholesale merchant tailors in Chicago. During his stay, a reading room and library were made available for members.

L. V. Starkey was general secretary of the Y.M.C.A. from 1910 to 1912. He helped plan the present building, which has a gymnasium, swimming pool, a boys' department room, and rooms for the Y.W.C.A., as well as a nice lobby, dining hall, and dormitory floors which furnish living quarters for young men.

Garland Craig, who was secretary from 1912 to 1918, left to become "Y" secretary at Poona, India, where he died when he was about to return home on furlough. Mr. Craig was followed by E. V. Berry who was secretary until 1922. The present secretary A. A. Remington has been in charge since August, 1923.

W. Y. Morgan, publisher of the *Hutchinson News*, was president of the Y.M.C.A. when the building was constructed. He held the office from 1909 until 1921. C. H. Humphreys was president from 1921 to 1927. Others who have held that office since that time have been: E. E. Baird, R. C. Ballard, Will S. Thompson, Clyde Morton, Curtis Peugh, F. B. Hettinger, M. H. Foote, and J. A. Hildyard, the present president.

CHAPTER XX

Outstanding Grain Market

Hutchinson stands favorably with much larger cities as a grain center, since about 50,000,000 bushels of grain are handled annually through this market, which is in the center of the Hard Wheat Belt. There are eight terminal elevators with a total storage capacity of nearly 16,000,000 bushels of grain. That includes 14,000,000 bushels of public storage and a mill storage of 1,855,000.

The original Hutchinson Board of Trade was formed in 1910 by S. H. Pitts. The first president was T. J. Templar, who at that time was manager of the Kansas Grain Company.

In the beginning the Board of Trade was little more than a loose organization of local grain dealers. It did not have a trading floor, and at that time had very little use for such a place. Most of the grain trading was in the grain company offices, which were then in the Hoke Building. In those days a grain man would pick up a sample of grain

and either ride a bicycle or walk to one of the three mills or over to the Rock Mill & Elevator Company on East Third and try to make a sale.

It was not until 1917 that a spot cash market for wheat and other grains was established. It took some time to get this market going — but eventually it was established on a firm foundation and the Hutchinson market has made a steady growth.

The Liberal Elevator Company with headquarters at Hutchinson built the first concrete elevator here not connected with a mill. This firm took its name from Liberal, Kansas, the home of Charles Summers, the principal stockholder. Frank Hipple was manager. He was assisted by his sons, Gene and Floyd. The Liberal Elevator was built in 1914.

In 1918 the old Hugoton Elevator and Warehouse Company built the first of the present elevators now operated by the Security Elevator Company. The Summers' interest of Liberal, Kansas, headed by Charles Summers are the owners.

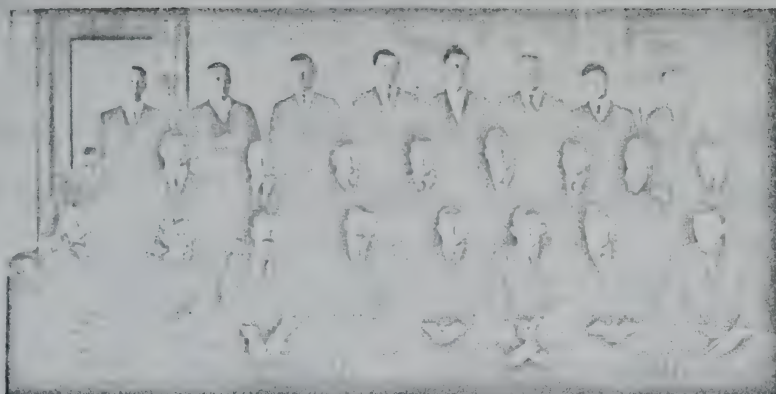
The Rock Milling and Elevator Company, organized originally at Pawnee Rock, Kansas, first moved its headquarters to Great Bend and finally to Hutchinson. George E. Gano and J. R. Baker were the owners and managers. They had a large iron-clad elevator just across from the Santa Fe passenger station, and west of the Hutchinson Vinegar Works.

Directors of the first Hutchinson Board of Trade, which started on March 23, 1917, were: E. E. Hipple, Paul Gano, William Kelly, F. D. Larabee, Paul Noble, Fred Burns, George E. Gano, J. R. Baker, and C. G. Hopkins.

Members of the original organization who are still active are: George E. Gano, Paul Gano, C. D. Jennings, J. J. Koelsch, E. D. Shircliff, and R. C. Davidson.

The largest single day's receipts was on July 3, 1931, when 967 cars arrived. The largest two-day receipts were on July 12-13 of the same year when 1,623 cars were received. The largest three-day receipts were on July 6 of the same year when 1,756 cars were checked in.

Hutchinson is one of the largest hard wheat markets in the country. It serves all western Kansas. The growth of the Hutchinson Board of Trade reflects the large increase of cultivated land west and southwest of Hutchinson, not only in Kansas but in the states west and south of this state.



Hutchinson Board of Trade in 1919. Bottom row left to right: Paul Gano, O. L. Bateman, J. R. Bolin, A. Leonard Ayres, Hinie Groves, Jay Hausam, R. W. Vance, Ralph Russell. Second row: Floyd Hipple, R. O. Yates, Chas. W. Colby, L. H. Pettit, J. W. Vandaveer. Back row: Geo. Penny, E. E. Shercliff, R. C. Davidson, A. G. McReynolds, J. J. Koelsch, Louis Hausam, Harry Talcott, Harry Stover

Public grain storage capacity at Hutchinson includes:

Collingwood Grain Co.....	1,000,000 bus.
Davidson Grain Co.....	360,000 bus.
Farmers Co-op Commission Co.....	2,500,000 bus.
Geo. E. Grain Corp.....	3,300,000 bus.
Grain Belt Elevator.....	685,000 bus.
C. D. Jennings Grain Co.....	3,100,000 bus.
Security Elevator Co.....	2,000,000 bus.
Security Elevator Co., Elevator C.....	100,000 bus.
Western Terminal Elevator Co.....	1,000,000 bus.
Kansas Grain Co.....	125,000 bus.
Total	14,170,000 bus.

Private elevators and mill storage:

Security Elevator Co., Elevator B.....	25,000 bus.
Wm. Kelly Milling Co.....	1,000,000 bus.
Commander Larabee Milling Co.....	700,000 bus.
Consolidated Flour Mills Co.....	130,000 bus.
Total	1,855,000 bus.

Milling capacity of Hutchinson flour mills:

Wm. Kelly Milling Co.....	2,500 bbls.
Commander Larabee Milling Co.....	2,500 bbls.
Consolidated Flour Mills Co.....	700 bbls.
Total	5,700 bbls.

Officers and directors of the Hutchinson Board of Trade in 1946 are: P. M. Clarke, president; C. W. Colby, vice-president and treasurer; W. T. Macauley, secretary and assistant treasurer; G. H. Bidwell,

H. A. Davis, A. W. Estes, J. V. Fleming, C. D. Jennings, Fred Kieler and E. E. Shircliff.



Phil M. Clarke

FIRMS AND INDIVIDUALS HOLDING MEMBERSHIPS

Security Elevator Co., Ralph Summers, Charles W. Summers, D. B. Frazee, Fred Kieler

Geo. E. Gano Grain Corp., Geo. E. Gano, J. V. Fleming, F. C. Hazelton

C. D. Jennings Grain Co., C. D. Jennings, H. C. Jennings

Farmers Co-op Com. Co., H. C. Morton, J. R. Marts

Western Terminal Elevator Co., B. F. Young, H. A. Davis

Collingwood Grain Co., A. J. Collingwood, W. F. Smith

Davidson Grain Co., R. C. Davidson, R. C. Davidson, Jr.

Smoot Grain Co., Leroy Livingston, H. W. Poort

P. M. Clarke Grain Co., P. M. Clarke

C. W. Colby Grain Co., C. W. Colby

B. C. Christopher & Co., Clyde Truesdell

Wolcott & Lincoln, Inc., F. I. Houser

Southwest Grain Co., J. R. Miller

Midwest Grain Co., G. D. Estes, Arlie W. Estes

Goffe & Carkener, Inc., Helge Hansen, O. J. Space

E. E. Shircliff, Grain, E. E. Shircliff, Roy Cunningham.

Joseph Brada, Broker, Joseph Brada
Commander-Larabee Milling Co., C. W. Stiles
Wm. Kelly Milling Co., C. C. Kelly, W. B. Madaus
Paul Gano Grain Co., Paul Gano
J. J. Koelsch Grain Co., J. J. Koelsch
A. P. Haury, Broker, A. P. Haury
G. H. Bidwell Grain Co., G. H. Bidwell

OUT-OF-TOWN MEMBERSHIPS

Simonds-Shields-Theis Grain Co., Kansas City, Mo., Frank F. Theis
Arnold Milling Co., Sterling, Kansas, L. A. Ritterhouse
Wichita Flour Mills Co., Wichita, Kansas, U. L. Shelton
International Milling Co., Minneapolis, Minn., P. N. Ness
Pillsbury Flour Mills Co., Minneapolis, Minn., G. S. Watkins
Washburn-Crosby (General Mills), Minneapolis, Minn., D. J. Croze
Kansas Flour Mills Co., Kansas City, Mo., F. I. Houser
Newton Mill and Elevator Co., Newton, Kansas, Grant Morris
Beyer Grain Co., Wichita, Kansas, E. F. Beyer
Sam P. Wallingford Gr. Corp., Wichita, Kansas, Roy Dunmire
Jetmore Grain Company, Jetmore, Kansas, C. N. Bidwell
Shellabarger Mill & Elevator Co., Salina, Kansas, H. P. Lorenz

THE WESTERN TERMINAL ELEVATOR CO.

The Western Terminal Elevator Co. was organized here in 1928 by Bruce F. Young, president of the firm, and Hal A. Davis, secretary-treasurer. The first unit of the firm's terminal elevator was constructed that year with a storage capacity of 500,000 bushels.

Due to the expansion of the firm's business, additional storage tanks were added in 1930 expanding the storage facilities to 1,000,000 bushels.

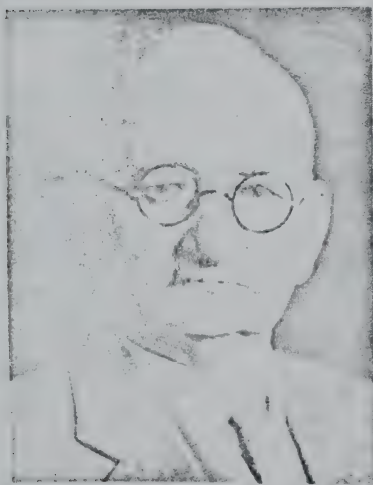
Bruce F. Young was connected with the Consolidated Flour Mills Co. here for a number of years before he and Mr. Davis formed the Western Terminal Elevator Co. Hal A. Davis was connected with the Kansas Flour Mills Co. prior to the organization of the Western Terminal Elevator Co.

THE SECURITY ELEVATOR CO.

The first terminal elevator constructed in Hutchinson was built by the Security Elevator Co., which now operates two terminal elevators here, and 41 country elevators with a combined grain storage capacity



of 3,000,000 bushels. The firm also operates 22 oil and gasoline stations. The territory covered by the company includes southwest Kansas and southwest Oklahoma.



Chas. Summers

The late Chas. Summers, one of the pioneer grain dealers in southwest Kansas, was founder of the Security Elevator Co. He first operated under the firm name of Chas. Summers & Sons, a company started in 1878. His first business location in Kansas was at Fargo Springs, Seward county. He moved his business to Liberal when the Rock Island railroad arrived there in April 1888.

Mr. Summers bought grain from the first settlers of Seward county and shipped it to market in carlots. About 40 years ago Mr. Summers organized an elevator company, the forerunner of the Security Elevator

Co. His first elevator was constructed at Liberal.

Ralph Summers, a son of the founder, is now president of the Security Elevator Co. Other officers of the company are: Chas. W. Summers, secretary-treasurer; E. C. Summers, vice-president; Dick Frazee, vice-president; and Fred Kieler, asst. secretary-treasurer.

Lt. Col. John W. Summers, who was recently discharged from the

Army after five years service in World War II in both the European and Pacific theaters, is now a junior member of the firm.

THE GEO. E. GANO GRAIN CORPORATION

Geo. E. Gano, founder of the Geo. E. Gano Grain Corp., came to this city in 1904, when the old Rock Grain Co. at Pawnee Rock came here to expand its business. In 1903, Mr. Gano was made secretary-treasurer of the Rock Milling & Elevator Co., which before being destroyed by fire, was located just north of the Sante Fe passenger station.



Geo. E. Gano

Interests here, Mr. Gano is an extensive wheat producer on his large land holdings in western Kansas.

The Geo. E. Gano terminal elevator here was constructed in 1930. The elevator first had a capacity of 2,000,000 bushels but in 1933 it was enlarged to give storage for 3,300,000 bushels of grain. In addition to the terminal elevator storage, the Geo. E. Gano Grain Corp. has 65 country elevators which have nearly 2,000,000 bushels of grain storage capacity.

Mr. Gano is a former president of the Hutchinson Board of Trade. In addition to the responsibility for carrying on his large business in-

THE COLBY GRAIN COMPANY

Although the Colby Grain Co. was started in December, 1936, Chas. W. Colby, the owner, has been connected with the grain business in Hutchinson since July 13, 1912. He was president of the Hutchinson Board of Trade in 1940, and previous to that time served as secretary of the organization for a number of years, before a full time secretary was employed.

Mr. Colby was first associated here with the Hutchinson Grain Co., a firm organized in 1911 by Elmer A. Mowery, and the late J. N. Hinshaw of Plevna. Mr. Colby purchased an interest in the firm February 1, 1917 after retirement of Mr. Hinshaw. Mr. Colby became a mem-

ber of the Board of Trade in 1920. He sold his interest in the Hutchinson Grain Co., in 1924 and formed a partnership with Ralph Russell. That firm was dissolved in December, 1936, and since that time Mr. Colby has operated his own brokerage business.

THE COLLINGWOOD GRAIN CO.

The Collingwood Grain Co. was started in 1900 by John Collingwood and D. F. Collingwood. The firm now has a large terminal elevator in Hutchinson with a storage capacity of 950,000 bushels and operates 16 country elevators which brings the total storage up to 1,000,000 bushels. The present owner of the company is Alfred J. Collingwood, Johnson, Kansas. Joe C. Jones, Hutchinson, is the manager.

The original firm was later re-organized in 1927. The partners were: D. F. Collingwood, Plains, Kans., Leo P. Collingwood, Hutchinson, and Alfred J. Collingwood, Johnson, Kans. Leo P. Collingwood died as a result of a fall from a ladder while inspecting the inside of the firm's elevator at Shallow Water, Kansas in July, 1940.

THE JENNINGS GRAIN CO.

C. D. Jennings started the Jennings Grain Co. at Bucklin, Kansas in 1908. The company has continually added to its holdings and now has a 3,000,000 bushel terminal elevator at Hutchinson and 250,000 bushels of grain storage at its country elevators. Mr. Jennings is a past-president of the Hutchinson Board of Trade. He has always been active in civic affairs in Hutchinson.

C. D. Jennings is president of the Jennings Grain Co., and his son Homer C. Jennings, who has recently been serving as a commissioned officer in the U. S. Navy, is treasurer.

THE WM. KELLY MILLING CO.

William Kelly, founder of the Wm. Kelly Milling Co., came to Hutchinson in 1896, and in 1906 had constructed the mill on South Main, which then had a capacity of 500 barrels of flour daily. Through his efforts, and the cooperation of his two sons, Clif and Willis N. Kelly, the firm has continued to expand until it is now one of the largest and most modern milling concerns in Kansas.

The capacity of the original mill was enlarged by an addition to the building and installation of new equipment in 1916. This gave the plant a daily capacity of 1,000 barrels. An even greater expansion was made in 1920, when the Wm. Kelly Milling Co. purchased the East Mill. The combined capacity of both mills was then 2,500 barrels daily.

During the years since the company was started, it has acquired storage capacity for a million bushels of grain.

The flour and other products of the Wm. Kelly Milling Co. are shipped to commercial bakeries and to the grocery trade in all parts of this country. The firm now has 85 employees.

Wm. Kelly died in 1936 and his son Clif became president. Willis N. Kelly is vice-president and P. H. Baum, secretary-treasurer.

CHAPTER XXI

The First Prairie Pow Wow

Hutchinson men let their beards grow—the women took down their hair, and everyone donned old time costumes for the city's first big Prairie Pow Wow on April 24, 25, 26 in 1941. It was a three-day celebration that will always be remembered by those who participated.



Hutchinson Pow Wow Group—Top row, left to right: Charles Crow, Dr. G. E. Stone, Everett Mitchell, J. D. Hearn, Dr. C. E. Elfert, Ed. White, Charles Sullivan. Second row: Don McCammont, Frank Sayers, Paul Hern, C. W. Royce, Carl Ellis

Business was forgotten while the citizens and their friends from all over southwest Kansas and other parts of the state joined in re-enacting the pioneer days. Cowboys and cowgirls, Indians and picturesque pioneers with their saddle horses, prairie schooners, stage coaches and horse and buggies paraded up and down Main street.

During the three days, the program included a rodeo, campfire breakfasts, war veterans and old timers reunions, and the arrival of the first Santa Fe train, made realistic by the use of the same little old engine and cars which actually made the first trip here in 1872.

The first Pow Wow was such a big success, that it will be staged again in 1946. This time it will be known as the Diamond Pow Wow, as the city will be nearly 75 years old when the occasion takes place on May 16, 17 and 18. All the civic organizations of the city are joining in plans to make the celebration the biggest event of its kind in the middle-west. Jay Wooten, manager of the Fox Theatres, who served as general chairman of the committee in charge five years ago, is again chairman.

This time there will be contests for the selection of the Pow Wow Queen from a group of attractive young women who will be candidates for the title. Big prizes will be given to the men who have the most stunning beards or mustaches.

The program will include a big rodeo, a carnival, parades of the old timers with Indians, cowboys, cowgirls, and floats. Veterans of all wars will be guests at a big barbecue reunion. Main street will be turned into a carnival grounds for the enjoyment of visitors. Every arrangement possible is being made to make the Diamond Pow Wow an event to be remembered.

CHAPTER XXII

The Park System

Hutchinson, like many towns in this section of the country, had sterner things to think of than parks when it was first founded. Fortunately, its Main street was straight and broad, and at its southern boundary was the Arkansas river. And the north bank of the river was a perfect site for a city recreation ground and beauty spot. But it was not to be recognized or used as such until many years later.

In the meantime, K. C. Beck and a group of associates, developed the site just south of Main street as an amusement park, called Riverside Park. The park included a small zoo, a swimming pool, a roller coaster, and a large auditorium which was used for programs and shows. Fine musical programs were given, including musical festivals, which brought in high grade talent.

Fortunately for the city, on May 23, 1921, one of Hutchinson's most public minded citizens, Emerson Carey, offered to donate to the city a plot of ground south and east of Riverside Park, along the Arkansas

river. This park was to become known as Carey Park, and included about 200 acres of land. The only stipulation with the gift was that the city levy at least \$5,000 annually for the upkeep of the park.



Police Beauty Queen at Carey Park

Carey Park was formally opened on Sunday, May 21, 1922. To celebrate the occasion the Municipal band played and many families brought picnic baskets and spent the day at the park. This inaugurated the development of the park into one of the finest public parks in the entire middlewest.

Great credit is due Major W. L. Brown for the initial work at Carey Park. He was elected park commissioner in 1923 and served six years. During his regime the tract was laid out as a park. Trees and shrubs were planted to supplement shade furnished by the cottonwoods along the river. With this large tract belonging to the city, the public began demanding development of playgrounds, baseball diamonds, and a lake for boating.

When W. R. Yerkes was elected park commissioner in 1929, \$38,500 in bonds were voted for the construction of a big swimming pool at Carey Park. A lagoon was made near the swimming pool, and the city put some rowboats on it for rental. The proposal was soon made to put in a golf course at Carey Park, and also a baseball diamond for the league games. The baseball diamond was laid out and a bleachers erected. Then a nine-hole golf course was developed.

In 1933, R. B. McCarroll was elected park commissioner. With aid from the federal Civil Works Administration, he started a beautifica-

tion and improvement program at Carey Park which could be continued for ten years. Many of the improvements Mr. McCarroll installed at the park were possible because he secured old stone, pipe and other salvage. Brass from confiscated liquor stills was used for weather vanes and lanterns. They were fashioned in the park work shop by experts temporarily out of work during the depression. Old railroad rails were used as foundation for arched bridges connecting two islands at the park with the mainland. The lagoon was greatly enlarged. Three islands were left in this enlargement and stone abutments with connecting bridges were placed there. A sandbeach was developed between the swimming pool and lagoon. A small stone house with stained shingles and beams was constructed as a concession house on the beach. A landing pier of flagstones and terrace were added. A rock garden was built on the river drive, with rock and stone gathered from different parts of Kansas. Under Mr. McCarroll's supervision, they were placed so as to form a natural rock ridge, a waterfall, and a stone ledge on the side of the lagoon.

A short time later, the piece of land comprising Riverside Park was purchased by the city, which made possible a direct entrance to Carey Park from Main street. By public subscription, funds were raised to erect a permanent memorial to Emerson Carey near the entrance. An electrically operated fountain sprays multi-colored water in front of the memorial during summer evenings.

The park was further enhanced by addition of tennis courts, outdoor fireplaces, and the golf course was enlarged by an additional nine-holes. In the fall of 1936, Mr. McCarroll made plans for a large sunken garden in a natural slough between the river and the road. A colonnade of pillars was erected, and lakes were made at each end. In January, 1937, Mr. McCarroll took sick at Lawrence, Kansas, and died. His wife was appointed to fill his unexpired term, and was elected park commissioner in 1937. Under her term in office four and a half miles of roads in the park were covered with a bituminous mat, and other work was done to complete plans made by her husband.

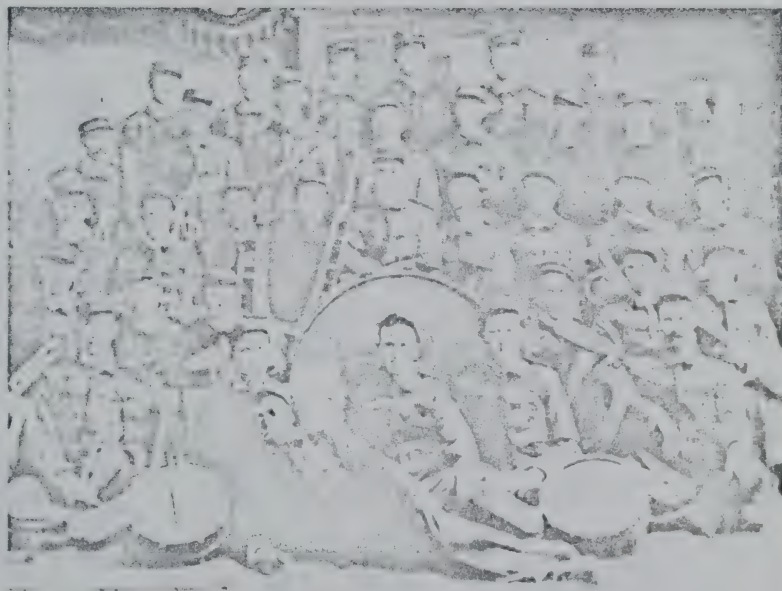
Carey Park has developed into one of the favorite picnic grounds of this part of the country. All through the summer and on nice days throughout the year, picnic parties will be seen using the various facilities. Hutchinson has a number of small parks scattered over the city but Carey park is the one in which the city takes its most pride.

CHAPTER XXIII

The Hutchinson Municipal Band

Hutchinson's first band made its initial public appearance in September, 1875. Since that time this city has had a splendid reputation for developing band musicians of high type. One of the early day bands was known as the Ringold Band. It was uniformed with linen dusters, and was active during 1885 and 1886. Later the local band became the regimental band of the Second Infantry of the National Guard. The band was sent to the Chicago World's Fair in September, 1893.

In 1912 the band was known as the Jeffries Band. It was supported by subscriptions made by business men. Elmer May was manager of the Hutchinson Band for about 20 years. His intense interest in this work made him one of the best liked members. During the time he was business manager Harry Holiday became director. For a number of years the band was known as the Holiday Military Band. It went to the Spanish American War in 1898 under the direction of Marion Watson.

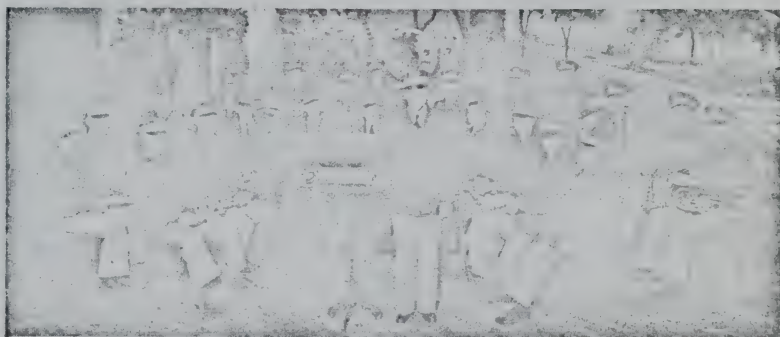


Holidays Military Band — 1894

In 1914 the band was directed by Mr. Mitchell. Late in the year 1914 Harry Holiday took charge. In the fall of 1915 he began urging adoption of the band as the official municipal band. In this effort, he was aided by Emerson Carey, Dr. H. L. Scales and C. H. Humphries. A special election was held and the people voted by a large majority to establish a municipal band. The band was officially recognized in an ordinance on January 5, 1916.

Dr. E. E. Rogers, pipe organist at the First Presbyterian Church, became director of the band in 1917, when Mr. Holiday left to go to South America. Dr. Rogers was director until March, 1919, when Eli Farney took charge. Mr. Farney continued as director until 1933. Buford Hayden was director of the Hutchinson Municipal Band for over four years. He was followed by Roland Gunn, who has been director now for more than 10 years.

The Hutchinson Municipal Band has been a big factor in developing interest in music in this city. The members of the band have always shown a splendid spirit of loyalty to their community by helping with civic programs of all kinds.



THE MUNICIPAL BAND

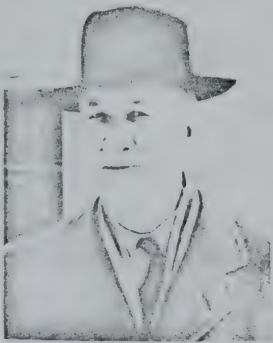
B. M. Hayden—Director. Front Row, left to right—Harry Deatz—Clarinet, Glenn Coffman—Clarinet, Leo Stockham—Clarinet, Jay Andrews—Clarinet, Roland Gunn—Trumpet, Warren Murrah—Trumpet, Bill Thompson—Trumpet, E. M. Boylan—Trumpet, A. R. Ashley—Trumpet. Back Row, from left to right—Glenn Stockham—Clarinet, Grant Chamberlian—Clarinet, Ernest Bozeman—Saxophone, Willard Hutchinson—Saxophone, Don Innis—Bass Horn, Merle Benjamin—Bass Horn, Tom Arbuckle—Bass Horn, Allen Jones—French Horn, Joe Hildyard—French Horn, H. C. Stephenson—Drums, Eldon Ratzlaff—Trombone, Bob Deatz—Trombone, Harry McMillan—Trombone and Baritone. (NOTE—Other active members in the band, not included in this picture are: Roy Pinyerd—Bass Drum, Ed Sawyer—Baritone, Bob Marshall—Saxophone and Roy Erans—Saxophone.)

CHAPTER XXIV

Development as an Oil Center

The initial leasing of land north of Hutchinson to secure a test well to determine if there was oil in this vicinity was started in 1922. The group of men who were associated in that venture, which has meant a great deal to Hutchinson, were Nate Neal, A. B. "Jack" Davis, I. M. Rupard, H. T. Shepherd, W. F. Myers, John Motter, W. H. Thralls and J. W. Woleslagel. They blocked leases on 45,000 acres of land north from Hutchinson beyond where the Welch oil field is now located.

The first oil producing well in this territory was drilled by Carl Hipple, Jas. Davis, L. T. Child, and others about 15 miles north of Hutchinson. It was started in the latter part of 1925, and completed in January 1924. It was strictly a



Carl Hipple

wildcat well as there was no production then within many miles. The well was drilled on the Welch land. Since that time other wells have been drilled on the Miller, Walsten and John Brown land. Several of these wells are still producing but are on minimum production.

The Welch field was the fore-runner of all fields in the Hutchinson territory, which extends around McPherson, Inman, Burrton, Valley Center and other fields too numerous to mention.

The development of oil has brought thousands of dollars to the people in this territory in the past 20 years. Huge sums have been paid to land-owners for leases, and royalty payments on producing wells also have been very large. Altogether the income from oil in this south-west territory has amounted to millions of dollars.

At the present time oil development has been extended into many parts of western Kansas. The Hugoton gas field, which is in this territory, is the largest gas field in existence.

The oil production in the Welch field, and surrounding territory, is nearly all from the chat horizon at a depth of around 3,300 feet. However, many wells are producing at the present time from the Kansas City lime. Other sands have also been quite productive.

Soon after the first oil well was brought in, Carl Hipple stated before the Chamber of Commerce that Hutchinson would no doubt be the center of oil and gas production in this area. That statement came true, and when the development got underway, it was possible to drive in almost any direction from this city and find hundreds of derricks and pumping wells.

During the peak of oil developments here, Hutchinson had as many as 14 oil well supply stores, as there was an immense amount of drilling activity. With the end of World War II, drilling equipment will be more available, and Mr. Hipple predicts that there will be considerable more drilling activity.

The contract for drilling the discovery well in the Welch field was given to Youker and Douglass, drilling contractors. This firm continued as drilling contractors and oil producers and helped to develop several different sections of this territory.

A large number of Hutchinson people invested in the development of oil in this area and through their help a great deal was accomplished. The future no doubt will bring about a still greater development of the oil resources of this territory.

CHAPTER XXV

The Kansas State Fair

While the Kansas State Fair is a state institution, the people of Hutchinson take pride in the fact that it developed from the growth of the local fair, which expanded first into a Central Kansas Fair, and later through the efforts of its officials and other prominent Hutchinson citizens was made the official Kansas State Fair. Since Hutchinson was made the location of the State Fair, the state with Federal aid has spent millions of dollars in building permanent buildings which make the State Fair one of the finest in the entire middle-west.

During more recent years many major improvements have been added to the fairgrounds. Chief among these are three attractive brick buildings for the 4-H Club activities. With the aid of state appropriations, matched by federal funds, a 4-H Club Encampment building was constructed in 1934. It is one of the finest structures of its kind to be found on any fairground in the United States. It has facilities for housing and feeding approximately 800 boys and girls during the annual State Fair encampment.

The construction of the huge grandstand was a major project in 1928 and 1929. This huge building is capable of seating almost 12,000 persons. The project was engineered by Senator E. E. Frizell, Larned, who was then president of the State Fair and superintendent of the State Reformatory. Inmates of that institution, with the aid of some skilled workers from the State penitentiary, made possible the erection of the building at a cost to taxpayers of less than half what it might have been if it was built by contract.

The great educational value of the State Fair has been reflected throughout the state and especially in the central section of Kansas by the great increase in the number of herds of purebred livestock which have been developed. For example, Reno county, where the State Fair is located, has the reputation of having the largest number of purebred livestock herds of any county in Kansas. It is also the leading dairy cattle county in the entire middlewest.

Encouragement by the Board of State Fair Managers to livestock breed associations has been an important factor in the achievement of these goals. Sales of registered livestock are held frequently on the fairgrounds. Annual sales of three beef breed associations are held.

Space will not permit paying tribute to all the men and women who have worked to make the State Fair a big success. Henry S. Thompson, Sylvia, served as president for many years. He was succeeded by Senator E. E. Frizell, Larned. Dr. O. O. Wolf, Ottawa served next as president until his death. The present president is Perry Lambert of Hiawatha. Among the State Fair secretaries who have done much to develop the fair have been the following: the late Al Sponsler, Senator Avery, and S. M. Mitchell, the present secretary. Emmett Hutton, superintendent of concessions, outranks all officials of the fair in continuous service.

CHAPTER XXVI

Flood Disasters Are History Now

Complete plans and specifications have been completed, as a result of surveys made by U. S. Army Engineers, for a flood control construction project which will eliminate damage from the overflow of either Cow Creek or the Arkansas river in the vicinity of Hutchinson. These plans, which were made under the direction of Col. F. J. Wilson, Tulsa, provide for an expenditure of about \$3,305,000. That amount will be divided with the Federal government paying

\$2,081,000 and the city \$1,224,000. Actual construction awaits an appropriation by Congress.

In March, 1945, the city commissioners voted to proceed with the project outlined by the Army engineers. Under the proposed plan the city must provide right-of-way, funds for the re-location of bridges, and pay the \$10,000 annual maintenance costs.

The project will provide flood protection for 17,590 acres of land including the city and surrounding territory. The total valuation of that land was estimated by engineers at \$64,000,000. Surveys of the engineers showed that the annual flood loss amounted to an average of \$99,120 of which \$89,340 is sustained by city property.

The first step in preparing the plans for the flood control project was taken in October, 1941 after the flood of Cow Creek waters caused considerable damage to city property and adjoining areas. The plans call for the removal of 30 buildings, including houses, garages, and sheds, which are on the proposed right-of-way for the new diversion canal, levees and drainage ditches. The levees in the plan will be 26.7 miles in length and from nine to 14 feet in height. The new diversion canal would be 2.03 miles long, 200 feet wide and have an average depth of six and one-half feet.

The project would provide protection from floods having peak discharges of 30,000 cubic feet of water per second from Cow Creek. During the 1929 flood, the discharge rate was 23,000 cubic feet per second. The plan offers protection from the Arkansas river overflow of 58,500 cubic feet per second in contrast with the peak of 16,300 cubic feet in May 1942.

The new diversion ditch will begin about one-quarter mile north of 17th street near the Girl Scout camp and extend south to the river. The levee and drainage ditch along the east side of the canal will extend north about four miles to the foot of the sandhills. Along the west side of the levee will be a graded ditch to intercept the sloughs and carry to the river all water overflowing from the creek.

From the river mouth the levee would extend downstream on the north bank past the sewage disposal plant to a point near the extension of Halstead street.

Flood hazards in Hutchinson are very minor affairs, when compared to the losses sustained by cities along the Mississippi and Ohio river valleys. The overflow from Cow Creek is the principal hazard here. The first real step in solving the problem was taken here following the flood in 1903, when the Harsha drainage canal was constructed

at a cost of \$30,000. When it was constructed, it was thought that it would prevent future loss from floods.

The city's worst flood was in July 1929. Flood waters broke through the levees along Cow creek, and came down from the north end of the city, and swept through a large portion of the business and residential districts. In spite of the damage which was caused, Hutchinson people went through the difficulty with exceptional fortitude. Aid was given to families in distress, and shortly after the flood waters receded, business was back to normal. The flood was unusual in the fact that during the emergency not a single instance of robbery or plunder was reported.

Mayor H. J. Haskard and the other city commissioners were very active in seeing that the rehabilitation work following the flood was speeded up. Prompt action by the Red Cross, the city health and street departments in carrying out sanitary measures prevented all but a little sickness due to the 1929 flood. The only serious overflow of Cow creek waters since 1929 was in 1941. That flood caused considerable damage but was not as costly as the 1929 flood.

CHAPTER XXVII

U. S. Naval Air Station and the Municipal Airport

Hutchinson people took great pride in the fact that this city was selected as the location of a U. S. Naval Air Station. The crowded condition of the city because of the influx of Navy men and their families helped to make the home folks feel that they were in closer touch with the war. The fact that the Navy officers and men won their way into the hearts of the city was shown by the large number of marriages which occurred. And since the Hutchinson Navy base was made a permanent training station by the Navy department, the citizens feels that the Navy was grateful for the cooperation which was given.

With orders from Washington for "full speed ahead" in the construction of a Naval Air Station at Hutchinson, a site selection board arrived here on March 20, 1942. With help from the Chamber of Commerce, city and county officials, no time was lost in securing a site. It was a 2,565 acre tract, seven miles south of Hutchinson, near Yoder.

Announcement of the Navy's decision to erect a \$10,000,000 naval air station on that site was made July 11, 1942. City and state officials

then offered the Kansas State fairgrounds and the municipal airport for temporary training quarters.

On July 14 road gangs began moving fences and grading roads. All the ingenuity of modern construction was used in the tremendous building project. Black and Veatch, Kansas City, were the architects and engineers in charge. Peter Kiewit Sons and Geo. W. Condon Co., Omaha, were the principal contractors.

Everything was done to speed up the station's assigned mission, the training of Naval aviators. "Keep them flying" was always the prime objective of Lieut. Commander W. C. King, USNR, the first commander of the station, who arrived August 17, 1942, and also of commanding officers who succeeded him.

The original mission was to provide primary flight training and ground school instruction for Naval aviation cadets, V-5, USNR. Later its mission was changed to provide operational training for Naval aviators in the PB-4Y aircraft.

A total of 2,555 cadets completed their primary training and were sent to other stations for further training by March 15, 1944. Cadets sent out helped fill the urgent need for navy fliers to help stem the tide of Japanese conquest. Officers in charge took pride in the fact that during the primary training only nine cadets of the 3,396 who received training here were fatally injured. Only three others were injured enough to require extensive hospitalization. In addition four flight instructors were killed and one injured. One enlisted man, who was a passenger in a training plane, lost his life.

The training program was started nearly three months ahead of the Navy department's schedule because of being able to use the fairgrounds and the municipal airport, and due to the energy of the Navy officers in recruiting the original ship's company, and in acquiring outlying landing fields.

Members of the site selection board were: Capt. I. M. McQuiston, USNR, Lieut. Comdr. Frank E. Weld, USNR, and Lieut. K. P. Coykendall, CEC, USNR. Civic leaders who assisted were: Mayor Willis Kelly, J. C. Dunlap, president of the Chamber of Commerce; W. E. Murphy, commissioner of finance; David Baxter, park commissioner; Bert Snyder, Chamber of Commerce secretary; H. P. Hertz, city engineer; Chas. McNaghten, realtor; and Don A. Sloan, commissioner of public improvements.

In six months after the first ground was broken, the new Navy Air Station was ready for occupancy. By midsummer the station was nearly completed with one major building, the laundry to be built.

Training with Liberator planes began officially on March 27, 1944. As the Liberators roared out on their initial flights, primary training was being concluded. For a few days PB-4Y's and Stearmans shared the skyways over Hutchinson. A short time previously a group of 17 Liberators, manned by approximately 200 officers and men arrived at the local base after a non-stop flight from Camp Keaney.

The first class of air crewmen trained at Hutchinson was graduated April 27, 1944 in colorful ceremonies attended by high-ranking guests. Graduation exercises were held in a hangar on a flag-draped platform beside the fuselage of a PB-4Y. The first 30 minutes of the ceremony were broadcast over the Kansas state radio network. A feature was the take-off of the first group of aircrewmen in a PB-4Y for the first leg of their flight to combat.

Dignitaries who attended the graduation program were: Hon. Artemus L. Gates, assistant secretary of the Navy for Air; Rear Admiral G. D. Murray, USN, Chief, Naval Air Training; Rear Admiral A. C. McFall, USN, Chief, Naval Air Operational Training; Rear Admiral C. P. Mason, USN, Chief, Naval Air Intermediate Training; Rear Admiral Osborne B. Hardison, USN, Chief, Naval Air Primary Training; Rear Admiral Henry S. Kendall, USN, Chief Naval Air Technical Training, and officers of their staffs.

Release of men for sea duty was speeded when WAVES began arriving at the local Navy base. The first group was 10 yeomen third class and one seaman who arrived June 7, 1943, and by August 6 of that year there were 160 WAVES at the station. Although there was some opposition to the WAVES at first, they were found to be excellent workers.

The enlisted personnel at the local Navy base was increased until in December 1943 it included 2,145 men.

Commander W. C. King, the first commander of the Navy Air Station here, served as either commanding officer or executive officer for two and a half years from the time of his arrival August 17, 1942. Other officers who served as commanding officers of the station were: Capt. W. N. Updegraff, USN; Capt. W. C. King, Capt. Fred C. Dickey, USN; and Capt. Linfield Lee Hunt, USN, the present commander.

THE MUNICIPAL AIRPORT

The use of the Hutchinson municipal airport as an auxiliary landing field by the Naval Air Station planes during World War II resulted in the Federal government spending several hundred thou-

sand dollars in improving the airport runways and other facilities. Because of this improvement and work done by the city, the airport now has three runways which are long enough, and sufficiently thick and wide to handle the largest four-motored land based planes in the country.

Continental Airlines planes make four flights daily from the local airport and connect with all Trans-Continental Airlines. The airport also has hangar space to store 35 small planes, and buildings are being erected to take care of about 25 more, according to P. D. Spaniol, airport manager.

All the runways at the airport are lighted so that planes can take-off or land as easily at night as they can in daytime. There is a U. S. Weather Station at the airport which receives the weather reports from 400 places in the United States by teletype every hour. There is also a radio range station on the field which transmits and receives radio aids to all aircraft requesting information.

Bonds have been voted for the construction of a new administration building at the airport. It will be built as soon as material is available, and will include a cafe, coffee shop, novelty stand, a beautiful lobby, and offices for four or more airlines.

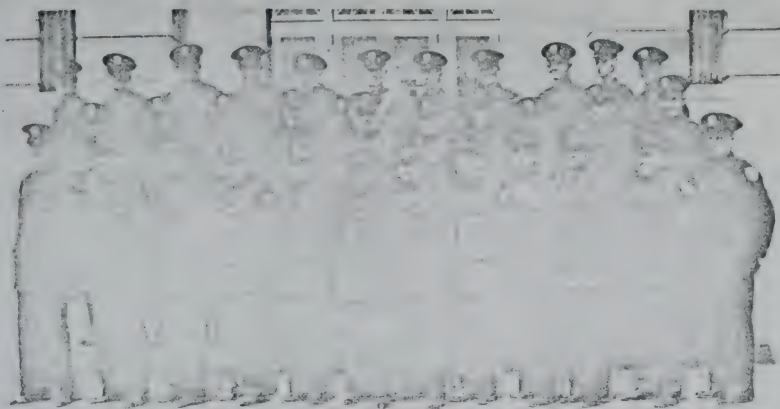
Commercial aircraft firms which are using the airport now include: Wells Aircraft Sales & Service, Hutchinson Airways, Leighnor Flying Service, Sparks Enterprises, and the M & M Aircraft Repair and Overhaul Shop.

CHAPTER XXVIII

The Auxiliary Police — The Big Brothers Boy Scouts — Girl Scouts

The Hutchinson Auxiliary Police organization, which was formed by the Office of Civilian Defense immediately after Pearl Harbor, made an outstanding record as a volunteer organization during World War II, and is being continued to perform in emergencies that may develop in the future.

The organization started with a membership of about 150 men. Requirements for membership were very high. Each man was qualified only after having 10½ hours of police training, three hours of fire fighting, 5 hours instruction on obnoxious and poison gas, 10 hours of military training, and 20 hours of First Aid. Each member met the above requirements with many hours to spare.



The Auxiliary Police. Front row, left to right: C. C. Kelly, Robt. Owens, Sly Barton, Wallace Kilmer, Geo. James, Harlow Whitzell, Herman Lorenz, Arlie Estes, L. W. McMillin, L. Wilkerson, Leo Harris, C. A. Truesdell, Captain. Second row: Roy Eldredge, Otis Snowden, James Cotton, Harold Obce, Clyde Sharp, Fred Krug, Merl Poorman, John Clark, Sam Maust, Dan Bartel. Third row: Curly Miller, Ward Mettlen, Gus Boese, John Friesen, Ed Brabets, Geo. Foster, Bert Ebensole, J. B. Garrison, V. Jennings, Tom Houston, Ted Martin

Members of the Auxiliary Police donated thousands of hours of police work during the war. It included patrolling river banks when flood waters threatened, at fires, at collapse of buildings, traffic control work on the 4th of July and other special occasions, and many hundreds of hours assisting the regular city police in their various duties.

The Auxiliary Police have never solicited funds. Instead they sponsored carnivals, shows and other entertainment to obtain funds for purchase of uniforms and equipment. The organization is now sponsoring a Mexican Boy Scout Troop in this city.

The personnel of the Auxiliary Police includes men in all walks of life who desire to aid in this real community service. There are lawyers, laborers, accountants, ministers, truck drivers, plumbers, and merchants.

While the Office of Civilian Defense no longer exists, there are 45 members of the Auxiliary Police who stand ready to answer any emergency call that may arise.

The officers of the Auxiliary Police are: Capt. Clyde A. Truesdell, C. C. Kelly, Harold R. Obce, Fred W. Krug, Harlow Whitzell,

George Foster, Tom Houston, Sly Barton, Wallace Kilmer and Ward Mettlen, lieutenants.

THE BIG BROTHERS

On a bleak December day, over 30 years ago, a printer saw three children, hand-in-hand, staring into a window display of toys and games and other gifts which go to create the spellbound wonder that is Christmas.

On their faces, as they stood shivering in the whipping wind was an anguished look of hopeless yearning, which only children of the underprivileged can know — the fear of an empty Christmas, giftless, cheerless, joyless.

The printer was touched to the depths of his generous Irish heart. He was haunted by the picture of those children — the broken shoes, the ragged clothing and, above all, the little faces reflecting mixed hope and despair. Harry Chabin decided to do something about that.

The following Sunday, at the regular meeting of Hutchinson Typographical Union, President Chabin proposed that the Union Printers undertake to see that no child in Hutchinson should feel the sting of neglect or be denied the joy of Christmas. Thus was born the movement to be known as the "Big Brothers" — the fraternity of the Christmas spirit, which spread from Hutchinson over the entire nation.

Through the years this Fraternity of the Christmas Spirit has continued. But its task was not always easy. Early in its history, the load became too great for the printers to bear alone, and others joined to help. There was even a time when it seemed impossible to carry on — and in those dark days the brothers of the Hutchinson Elks lodge stepped in to lend a helping hand. With the printers, the Elks and the generous aid of the friendly, kindly people of Hutchinson, the work of the Big Brothers has become a regular part of the observance of the city's Christmas.

THE BOY SCOUTS

Boy Scout activity here goes back for many years. In the beginning the program, which was entirely handled by volunteer workers, was very incomplete. However, in 1921 Bert Berry and Harold English were delegated to hire a full time executive. Roy Coonfield was chosen, and soon after the first Boy Scout Council was formed. The first officers were: Bert Mitchner, president; Bill Wilcox, vice president, and Harold English, Secretary.

In 1928 the actual organization of the Southwest Kansas Boy

Scout Council began. Thirty counties were included in the council area, and scouting expanded into surrounding communities. Many troops were organized under the guidance of Hutchinson scoutmasters, and other leaders. Hutchinson Boy Scout leaders began receiving recognition for their fine work. In 1931 an outstanding award, known as the Silver Beaver, was given Will S. Thompson. A year later, Ralph Warner received the Scoutmaster's key.

During the many years from 1924 to 1946, scouting furnished increasing activities in the interest of boys. Camping, an important scouting function, was done along the Arkansas river, especially at Cole's Island. The large cabin at Carey Park, given to the Scouts by the men of Hutchinson, was another important Scout camp site. The cabin was later abandoned with the development of the Council camp at Camp Pawnee, near Larned. In 1937 and 1938, Camp Jerry Jones was developed for a site nearer Hutchinson. All of these camps have served well, and are continuing to serve.

A group of Boy Scouts from Hutchinson, and other towns in the Southwest Council, represented this district at the National Boy Scout Jamboree in Washington, D. C., and made an outstanding showing.

To stimulate interest in Scouting and give recognition to Scouts who are making the best record, the Malloy Award was established by the late, A. C. Malloy. Lyle Raker was the first recipient, with Danny Lewis, Bill Skinner, Jack Payne, Bill Veatch and Herb Baird following. Due to lack of funds, it was necessary to discontinue the award. In 1930 the Black Diamond Order was created. The membership includes Scouts who were outstanding in the training programs at the Scout camps.

The Round-up, perhaps the most exciting of Scouting events, was started here in 1929. All Boy Scouts in the Southwest Kansas Council were invited to participate in the Round-up contests. The Chamber of Commerce and other civic organizations have cooperated to make the Round-ups successful. Due to World War II, the Round-up was discontinued in 1942 but will be resumed in 1946.

It is impossible to mention all the men who have worked to make the Boy Scout activity here a success, for there are now 300 in Hutchinson who are participating in the program. Two outstanding leaders who have given great service in recent years are A. W. Estes, who has served as Council president and Council finance chairman, and Dr. T. A. Leach, who has served as community chairman of the Board of Review and Council advertising chairman.

THE GIRL SCOUTS

Hutchinson was the first town west of the Mississippi river to have a Girl Scout troop. It was started by Mrs. W. G. Fairchild, 551 East Sherman in 1917, after two little girls came to her explaining their desire to belong to an organization which did things for their country.

The Girl Scouts first held their meetings in the vestry room of Grace Episcopal church, and later at the Y.W.C.A. Mrs. William Baker became Mrs. Fairchild's assistant in 1918.

The first troop was active for three years and helped in war relief work. Each girl pledged to earn \$5.00 for relief work. When that was earned the scouts became members of an honorary group called the Victory Girls. Books, magazines and phonograph records were sent to recreational centers in the camps. Scrap books were made for hospitals. The last appearance of this troop as a unit was at the time for the Veteran's reunion at the fairgrounds in 1920. They gathered 500 pies for the occasion.

In 1929 a Girl Scout Community Committee was formed with Mrs. H. T. Whitney as chairman, and Winifred Manning, secretary. Later Mrs. Roy Smith became chairman. Mrs. Leroy Pratz was camp chairman. Geo. E. Gano gave the Hutchinson Girl Scouts a three acre site on Cow Creek in 1939 for a permanent camp. The scouts had used the site for 15 years while the Manning family owned the land. Improvements were made possible by donations of cash, labor and materials.

In 1932 the Hutchinson Girl Scout Council was formed with Mrs. J. W. Jarrott as commissioner, Miss Manning as secretary, and Mrs. A. C. Hedrick, treasurer. Mrs. Jarrott served until 1926, when Mrs. Albert Teed was elected and continued in office until 1939. Mrs. Hedrick was commissioner from 1939 to 1942. Others who have served as commissioner were: Mrs. Will Billingsley, Mrs. Dale Gard. Mrs. G. G. Biles is president of the new form of organization.

Martha Thompson, now Mrs. William Ford, New York City, brought honor to the local Girl Scouts by being the first Golden Eaglet west of the Mississippi. Mrs. Dale Gard is one of the first volunteer organizers in the U. S.

CHAPTER XXIX

Manufacturing and Other Industries

CENTRAL FIBRE PRODUCTS COMPANY

The location of a strawboard plant in Hutchinson was originated by several persons in the east who chose Hutchinson as the spot and came here in 1908. They purchased the present site and most of the surrounding property. Their purpose was to make money by sale of stock in the concern, and then by the sale of lots for building sites to employees.

The location was thought to be ideal because of the extensive acreage of wheat grown in Kansas. They intended to use wheat straw as raw material. After considerable difficulty, farmers in this vicinity and city residents pledged a sufficient amount of stock to permit them to order equipment and proceed with their venture.

Sand was pumped from a pit on the premises to use in making concrete blocks from which the original mill was constructed. Actual operation of the one machine was started late in 1909. The original name of the project was Western Straw Products Company, and the original capacity of the mill was approximately 30 to 35 tons per day.

Because of lack of sufficient capital, coupled with a desire of the Easterners to make quick money and get out, the company did not do very well from the start. Stockholders were asked from time to time to put up additional funds. Later the firm was turned over to a committee of local citizens to operate, and the Easterners skipped out with a fair nestegg.



Chas. E. Carey

The local committee, lacking knowledge of the business, and being unwilling to seek outside assistance, and doubtful of putting in additional capital, again prevented success from greeting the venture.

In 1913 the committee, together with the Commercial National

Bank officials, contacted Emerson Carey with the hope that they could interest him in taking over the company. They felt that his knowledge of business operations might be the means of continuing the company. This plea was turned down at first, because of Mr. Carey's feeling that his own businesses demanded all of his time, attention and ingenuity. Later, he agreed to give them a small portion of his time and advice, but stated positively that he would not become interested financially.

Mr. Carey saw immediately the need for trained personnel and proceeded to form a nucleus of men with previous experience in similar operations. It was soon found that strawboard could be manufactured economically at this plant. The problem was to dispose of the product. Vain attempts were made to find outlets, until finally Mr. Carey, on his own initiative, purchased a manufacturing plant in Omaha known as The Omaha Egg Case Filler Company. He moved it to the plant site and started manufacturing strawboard egg case fillers from the product of the mill. This gave the mill an immediate outlet for a reasonable portion of its tonnage, and the balance was marketed nearby.

The credit of the Carey Industries was placed behind the enterprise. Outstanding stock in the company was purchased from disgruntled stockholders. The corporate name was changed to The Hutchinson Boxboard and Paper Company. Equipment was installed for manufacturing paperboard as well as strawboard. Gradually stock was purchased by the Carey interests. Later the corporate name was changed to The Emerson Carey Fibre Products Company.



Central Fibre Products Co.

About this time, fibre wallboard was in its prime. Necessary equipment for manufacture of fibre wallboard, with the trade names of Atlas Board and Bison Board, was gone into. These products remained on the market until the advent of World War II, at which time they were discontinued temporarily, because of the inability of the company to secure proper quality raw materials for their manufacture.

In 1925 an additional paper machine was installed, and all of the necessary accessory equipment for manufacture of these additional tons. In the meantime, the capacity of the plant had grown to a daily capacity of over a hundred tons.

In 1931, the local plants of The Emerson Carey Fibre Products Company and The Hutchinson Egg Case Filler Company were merged with nine other corporations, forming what is today known as the Central Fibre Products Company, Inc. The Careys were prominent in the formation of the new company. Emerson Carey was immediately named Chairman of the Board of Directors, which position he occupied until his death. Charles E. Carey was elected Executive Vice President, which position he occupied until September, 1945, when he was made President of Central Fibre Products Company, Inc.

The Hutchinson Plant of Central Fibre Products Company, Inc., today has a large building program in process. Upon completion of these plans, the firm will have its own complete boiler plant, and generating equipment consisting of approximately 5,000 horsepower, and a plant capacity in excess of 150 tons per day.

There are approximately 250 men now employed, and the plant operates 24 hours per day, seven days per week. With completion of the new additions, some 350 men will be employed steadily.

Some wheat straw is still used in the process at the Hutchinson plant, although the principal raw materials are various grades of waste paper, which are collected in the trade territory of Hutchinson, then cleaned, sorted, baled and shipped to the mill.

HUTCHINSON CIDER & VINEGAR WORKS

In 1902 Hermann Benschmidt sold his interest in the Wichita Vinegar Company and started the business now known as the Hutchinson Cider & Vinegar Works at Third and Poplar. At that time, Reno county was the largest fruit producing county in Kansas, having some seven or eight thousand acres of apple trees. Sweet Cider, Cider Vinegar and Horseradish were manufactured in these early years.

Fruit was in abundance then, and the business grew. Several additions were added to the original building.

Hermann Benschmidt retired in 1924, and the business was continued by his son Newton Benschmidt. In addition to the manufacture of cider vinegar, distilled vinegar made from grain was started at this period. To create an additional outlet for vinegar, the manufacture of mustard was started in 1935 in a new building erected at 216 East Second. The manufacture of salad dressing and pickles was started shortly after. This new branch of the business was known as the Western Food Products Company.



Western Food Products Co. — Hutchinson Cider & Vinegar Works

Cucumbers for pickles were found to grow best in Colorado which resulted in the building of a number of cucumber salting stations there. Because of contacts in growing pickles in Colorado, the company bought a canning factory located in La Junta, where peas, beans, tomato juice, catsup and cherries are canned. This plant is known as the Western Canning Company.

Operations grew to such extent that the building formerly occupied by the Sentney Wholesale Grocery Company was purchased in 1938 and became a part of the Western Food Products Co. This building now known as Western Food Products No. 2 is used for the manufacture of fruit butters, peanut butter, grape jam and other preserved items.

The original Hutchinson Wholesale Grocery Company building was

added in 1942 as Western Food Products No. 3 and used mainly as a warehouse to complete government orders during the war period.

In the plants at Hutchinson some 100 people are now employed to produce processed food items which are sold under the labels of Western Maid, Rich Nut, Golden West, Blubird and various other labels. Distribution of the products is by truck and rail throughout the surrounding states.

THE GUYMON-PETRO MERCANTILE CO.

One of the largest wholesale grocery distributing firms in southwest Kansas is the Guymon-Petro Mercantile Co. at Hutchinson. The firm was started in 1902 when the late J. C. Petro purchased the McPherson branch of the Parkhurst-Davis Mercantile Co. and moved it to this city.

In the beginning the firm was incorporated under the name of Gonder-Petro Merc. Co. by Jas. Gonder and J. C. Petro. The business was located at 225-227 South Main. Then in 1907, J. C. Petro, E. T. Guymon and others incorporated the business under the present name. The business has made a continual growth as shown by the fact that it started with only two salesmen on the road and now has 18.

On February 1, 1944 the company moved to its new quarters in the building which formerly housed the International Harvester Co. branch, just south of the Missouri Pacific depot. The building is now owned by the Guymon-Blair Corporation.

In 1938 the Guymon-Petro Merc. Co. purchased the Winfield Wholesale Grocery, taking both the assets and merchandise labels. Labels used by the firm on its merchandise include: Montro, High Up, Winfield Supreme, White Star and Winwood.

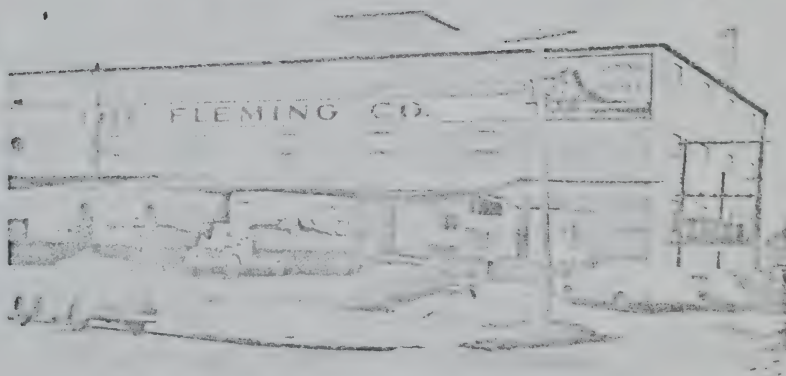
Wm. N. Blair, manager, reports that the territory covered by the firm includes that southwest of Ellsworth, southwest Kansas, northeast Oklahoma, and from the Winfield branch, the territory east to El Dorado. Altogether it includes five-eighths of the entire state.

THE FLEMING CO.

The Fleming Co., a Kansas corporation started December 6, 1915, in Topeka, Kansas. In 1934 this Hutchinson warehouse was established.

The territory serviced by this company includes most of Kansas and Oklahoma with warehouses at Oklahoma City and Clinton, Oklahoma, Topeka and Hutchinson, Kansas. There are 333 licensed IGA stores serviced from these various warehouses with the famous line of IGA Foods. In addition The Fleming Co. has cash and carry branches at





Top, Guymon-Petro Mercantile Co., center, The Fleming Co., bottom, Betts Baking Co.

Topeka, Hutchinson, Leavenworth, Atchison, Salina, Newton, Manhattan, Wichita and Independence, all in the State of Kansas.

The Fleming Co. has a fleet of 50 trucks hauling these famous IGA foods to the licensed IGA retailers in Kansas and Oklahoma.

THE BETTS BAKING CO.

During the past 25 years, the Betts Baking Co., under the direction of Bryan Betts, president, has grown from a small bakery on South Main to one of the largest and most modern bread baking establishments in the state. Betts Rainbo bread is distributed to retailers all over southwest Kansas by a fleet of 37 fine trucks owned by the company.

In the beginning, the company was located at 413 South Main in a building only 25 by 165 feet in dimensions. When Mr. Betts first started business, he had only eight employees on his staff. Now the company has a big bakery at 120 East Third which has 33,361 square feet of floor space. The company moved into the present location in April, 1926. Since that time the building has been enlarged several times. The firm now has a payroll amounting to approximately \$250,000 annually, which is spread out among about 100 employees.

THE HUTCHINSON FOUNDRY AND STEEL CO.

With the growth of the city and the surrounding territory, the Hutchinson Foundry and Steel Co. has expanded continuously since it was founded in 1913. It was first known as the Hutchinson Foundry & Machine Co., a partnership formed by Geo. W. Rundell, now deceased, G. B. Scanland and J. P. O'Sullivan.

The firm was incorporated in 1928, with the same men as owners. However, the name was changed to The Hutchinson Foundry & Steel Co. Officers of the firm were: Geo. W. Rundell, president; G. B. Scanland, vice-president; and J. P. O'Sullivan, secretary-treasurer.

The operations of the company include the following: fabrication of structural steel, farm machinery sales and manufacturing, industrial machinery sales, and manufacturing castings, machine work, steel warehouse sales, steel building material sales.

The extent of the Hutchinson Foundry and Steel Co. operations is shown by the payroll which includes 70 employees. The company serves a wide territory in southwest Kansas and bordering states.

Most of the firm's machine shop work was confined to the production of war materials during World War II. The war operations consisted



Top: Hutchinson Foundry & Steel Co., center, Model Laundry and Dry Cleaners, bottom: Hutchinson Coca Cola Bottling Co.

of making jigs for airplane manufacturers and the machining of airplane parts. With the close of the war the Hutchinson Foundry and Steel Co. has reconverted to its regular peace time activities.

The present officers of the firm are: G. B. Scanland, president; Mrs. Geo. W. Rundell, vice-president; and J. P. O'Sullivan, secretary-treasurer. The members of the firm have always been strong workers in every effort that is made for the improvement of Hutchinson and its trade territory.

MODEL LAUNDRY AND DRY CLEANERS

The Model Laundry and Dry Cleaners is completing its 50th year of satisfactory service, having been started January 4, 1897 by John J. Boehm and J. L. Schwartz. It is now owned and operated by the founder's son, Walter Boehm, who assumed management in 1915 upon graduation from the Kansas University Law School. It is one of the most modern dry cleaning and laundry plants in Kansas.

COCA COLA BOTTLING CO.

Starting as a small business venture in 1913, the Coca Cola Bottling Co. of Hutchinson has grown until it is one of the largest organizations of its kind in Kansas. The business was started by a Mr. Barlett and was first located at First and Washington. Later it was taken over by a Mr. Erwin. The next owner was a Mr. Dermitt who operated the plant until 1917 when it was purchased by C. M. Scruggs, who came to Kansas when the business was pointed out to him as a good investment by a friend in Kentucky.

With a likeable disposition and lots of energy, Mr. Scruggs was able gradually to get the firm on its feet. As the business expanded, he continually added more equipment and in 1925 he built a building 50 by 80 feet in dimensions. By 1936 that building was outgrown and a much larger structure was erected in the 700 block on South Main, 145 by 150 feet in dimension. Half of this building was two stories in height. The same year Mr. Scruggs installed \$50,000 worth of new equipment, bringing his investment to well over \$100,000. The firm in 1945 had a payroll amounting to over \$45,000.

In addition to the above expansion, Mr. Scruggs also established a branch of his Hutchinson Coca Cola Bottling Co., Inc. at Great Bend in 1927.

C. M. Scruggs, founder of the business, died in 1941 at Hutchinson leaving it to Mrs. Scruggs and their two sons. The eldest son, Louis



Charles Hill, Lee Hill

who had completed college took over management of the firm. In 1943 he accepted a commission in the U. S. Navy and was absent until 1946. During his absence W. J. O'Connor, an executive who had spent many years in the oil business, served as manager of the concern. Roy Scruggs will join the firm after completing his college education.

THE MASTER MANUFACTURING CO.

The Master Manufacturing Company was one of Hutchinson's most active manufacturing plants for the Government, making finished machined parts and sub-assemblies necessary to the highly mechanized military operations in World War II.

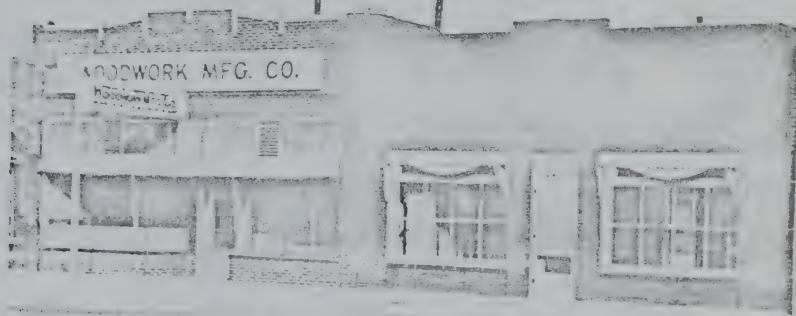
The Master Manufacturing Company moved from Dodge City to Hutchinson in July of 1941. During their four years at Dodge City, the company manufactured a complete metal working machine tool, known as the MASTER LATHE CONVERTER. While at Dodge City they produced approximately 500 of these machines. The principal product of the company at that time was a replacement cylinder bar known as the Master V-Bar which was sold through farm machinery dealers as a replacement part for harvester thresher units.

Just prior to moving to Hutchinson, the Government placed contracts for various types of aircraft to modernize our air forces. The Master Manufacturing Company received subcontracts for many fine precision parts and sub-assemblies. It became necessary to move the Master Manufacturing Company where larger facilities of manufacturing, shipping accommodations and sources of supply of raw materials and equipment would be adequate for the expanding operations.

Hutchinson was selected by Chas. H. Hill and son, H. Lee Hill, as a location for their firm. They chose the site at 1300 East Avenue A, known as the old Massey Harris plant as a permanent home for the Master Manufacturing Company.

Almost immediately after its location in Hutchinson, our country went to war. The Master Manufacturing Company then devoted its full time and efforts to production of war materials and supplies. The company immediately put its employees on a 24-hour day, seven day week, employing 217 people.

Materials manufactured included all types of finished machined aircraft parts, assemblies, sub-assemblies, and precision tooling for other manufacturers, and the manufacture of its principal product, The Master Lathe Converter. It is a complete metal working machine tool, developed by the Master Manufacturing Company, and was adopted



Top: Graber Furniture Co.; center: Woodwork Mfg. Co.; bottom: Richards-Scheble Candy Co.

for all Army mobile repair and shop units, and for use in the United States Navy. During the period of World War II, the Master Manufacturing Company produced and delivered in excess of 2½ million of parts and sub-assemblies needed by our armed forces.

The company was honored by being presented the coveted Army and Navy "E" Award for excellence in war production, and also was given the Certificate of Merit by the U. S. Army Ordnance. Immediately after complete victory and termination of its war contracts, the Master Manufacturing Company successfully instituted a reconversion from materials of war to products needed in an area where grain producing necessitates modern equipment. The Master Lathe Converter is being produced in large quantities, and is being shipped to all corners of the world. It is playing a vital part in repair of farm equipment so necessary in a war torn world. So from a modest beginning, to an operation comprising approximately 46,000 square feet floor space, which is full of busy people and machinery, the Master Manufacturing Company has become one of Hutchinson's larger industries.

GRABER FURNITURE CO.

Graber's, Hutchinson's oldest furniture store, was founded in 1913 by John P. O. Graber, whose sons, Willard and Herbert, now operate it. Located originally at 101 South Main, continued growth compelled the removal, in 1930, to the fine building at the corner of West First and Washington, which they now occupy. Famed for careful selections of quality furniture and appliances, Graber's will go on expanding with a growing Hutchinson.

THE WOODWORK MANUFACTURING CO.

The Woodwork Manufacturing Co. was organized in May, 1925 by W. E. Kissick, B. F. Nichols, H. A. Nichols and H. L. Steed. The business was first located at 4-6-8 S. Walnut. Since that time the business has been greatly expanded, and during World War II it played a very important part in the production of glider planes and other materials for the government.

Five years after the firm was started, the company moved to 16 West Fourth. In May, 1933, H. A. Nichols withdrew from the firm and W. E. Kissick died in November 1944.

During 1942 the firm joined with the Osage Construction Co. and formed the Aircraft Woodwork Manufacturers, Inc. The new firm at its peak of war time production employed about 600 persons, and occu-

pied 16 different business buildings here while manufacturing airplane and glider parts.

Since the war production program ended, the Woodwork Manufacturing Co. has purchased the building just east of 16 West Fourth. The connecting buildings give adequate room for the expanding peace time activities, which includes the manufacture of store fixtures and special built-in features for homes.

THE NASH FINCH CO.

The Hutchinson branch of the Nash Finch Co., wholesale distributors of food products, was established in October 1938 by the purchase of the Grovier-Starr Produce Co. William T. Lloyd is manager of the local branch, and George Howell is assistant manager.

The Nash Finch Co. also owns the Hutchinson Paper Co., which is managed by Edwin Koltes.

With a fleet of big trucks, the Nash Finch Co. distributes its line of food products and fruit and vegetables over the entire Hutchinson territory.

The Nash Finch Co., which was started in North Dakota in 1885, operates a large group of wholesale houses. They are located in Minnesota, Montana, Washington, Oklahoma, North Dakota, Kansas, Nebraska, Iowa, South Dakota, Wyoming and Colorado.

THE MERIDEN CREAMERY CO.

The Meriden Creamery Co. was started by J. C. Dunlap in April, 1919 at 133 East Sherman.

By 1921 the business had outgrown the Sherman street building, and in May of that year a modern butter plant was established at 421-423 South Main. In the following years more buildings and equipment were added for the purpose of processing a larger amount of dairy products. The products of the plant include butter, cheddar cheese, cottage cheese, condensed sweet milk, and condensed buttermilk.

YOUNG & SONS, FEED AND SEED

W. S. Young, founder of Young & Sons, came here in 1886. He served first as manager of the St. John & Marsh Lumber Co. A few years later, he and three partners built the first mill in Stafford county. A few years later, Mr. Young sold his interest in that mill and returned to Hutchinson. He and his two sons, Harry and Bert, both deceased, opened a coal, feed and seed business. The retail feed and seed store

they started at 4th and Main has been in operation since 1898. The founder, W. S. Young died in 1932.

Ralph Young, the third son of W. S. Young, now president of Young & Sons joined the firm in 1915. The business was incorporated in 1917. The principal business of the concern is now the manufacturing and distribution of poultry and livestock feeds and supplies, and also processing and distributing seeds. The firm serves about 100 dealers in feed and seeds throughout southwest Kansas. The coal business was discontinued five years ago to concentrate on other lines.

Mrs. Harry Young is secretary-treasurer of the business. Her son-in-law, Joe Hardy, now in the Army, will return to the business as assistant manager of the feed department.

Ralph Young is a director of both the American Feed Manufacturers' Association, and the Midwest Feed Manufacturers' Association, which has a membership in eight states.

THE FRANK COLLADAY HARDWARE CO.

One of the oldest hardware wholesale concerns in southwest Kansas is the Frank Colladay Hardware Co., which opened for business in Hutchinson in August, 1885. The founder Frank Colladay, arrived July 20, 1885 from Waterloo, Iowa. The business was limited to retailing hardware and farm implements until 1903 when sale of implements was discontinued and the firm entered the wholesale end of the hardware business.

In 1906 the company erected its own building at Second and Plum. The building has been expanded until it now includes 50,000 square feet of floor space. The territory covered extends from Newton west to Las Animas, Colorado, and portions of Oklahoma, Texas and New Mexico.

Chas. S. Colladay has followed his father Frank as president of the Frank Colladay Hardware Co. After growing up with the business, Chas. S. Colladay has continued to expand its operations. Although a busy man, he is never too busy to take part in the various church and civic organizations which help to build a city. He is one of the key men in carrying on the work of the Red Cross in Reno county.

THE JACKSON ICE CREAM CO.

The Jackson Ice Cream Co., one of the largest ice cream manufacturing companies in this part of the state, has grown to its present size through the efforts of Frank Jackson, and his wife now deceased, who

proved that a big business can be developed even when starting on a very small capital.

Mr. Jackson is a native of Reno county. He was born on a farm near the Reno-Kingman county line. He came to Hutchinson in 1900 and started his business career as a "soda jerk" in the A and A Drug Co. store. By saving what money he could on his small wages and borrowing \$200 from C. M. Branch, then president of the Hutchinson State Bank, Mr. Jackson was able to start into business for himself.

His business, known as the Crystal Confectionery, was opened in 1913 at 412½ N. Main. North of his location at that time was only a little coffee shop and the Christian church, except for the residence district. Under the personal supervision of Mr. and Mrs. Jackson, the business grew rapidly. Later they took over the Chocolate Shop which they conducted for four years.

With the continual increase in the demand for Jackson's Ice Cream, the business was expanded from time to time until in 1945 the volume of ice cream made amounted to nearly 150,000 gallons. The Jackson Ice Cream Co. owns its business building at 414 N. Main and a number of other properties. Mr. Jackson is also a director of the Hutchinson State Bank.

Associated with Mr. Jackson in the business are his two sons, William Jackson, who was recently discharged from the U. S. Army after serving for four years in the European Theater of Operations during World War II, Phillip Jackson, and another son, Frank, Jr., also served in World War II.

Frank Jackson's wife, Edna Johnson, who died in 1945 was the daughter of Wm. T. Johnson, 502 W. First, one of the pioneer citizens of Hutchinson.

THE RICHARDS-SCHEBLE CANDY CO.

D. E. Richards started a candy jobbing business in the 100 block on East Sherman in 1900, which in 1903 became the Richards-Scheble Candy Co. when A. R. Scheble joined the firm. Candy manufacturing equipment was installed immediately after the entry of Mr. Scheble into the business. The firm has grown and is now the only candy manufacturing company between Kansas City and Denver.

The Richards-Scheble Candy Co. was incorporated in 1903. Then in 1906 its present location at 400 East Second was purchased and a building constructed. The first building was completely destroyed by fire in 1911. A fine brick building replaced the older structure in 1912. It was enlarged by construction of an addition in 1922. Alto-

gether the firm now has 45,000 square feet of floor space in its modern plant.

The sales territory of the Richards-Scheble Candy Co. includes most of Kansas, northern Oklahoma, the Texas panhandle, and eastern Colorado. The firm specializes in high grade confections and manufactures the famous Donatti chocolates. The modern plant is protected with a fire sprinkling system, and has cooling rooms and the finest type of machinery.

Addison H. Meschke is president of the Richards-Scheble Candy Co. Other officers are: Mrs. D. E. Richards, vice-president; R. H. Stormont, secretary-treasurer; and Chas. F. Delano, assistant manager, who is in charge of the plant. The firm is capitalized at \$200,000 and has a payroll which includes 65 employees.

THE KRAUSE MANUFACTURING COMPANY

The Krause Mfg. Co. is engaged almost exclusively in the manufacture of the Krause OneWay Disc Plow, now considered to be the world's largest plow. This implement was invented by Henry Krause while he was a large wheat farmer in Western Kansas, and first manufactured in Meade, Kansas in 1924. In 1928 the Krause Mfg. Co. was formed and the present Hutchinson plant site purchased.



Krause Manufacturing Company

After a slow beginning due to the depression and the drouth in the principal sales territories, the firm experienced a rapid growth in the years immediately before the war. During the war the large and easy-pulling Krause OneWay became very popular with the farmers of the Western Wheatland because of its ability to cover an acreage twice that of the ordinary plow. It is now sold by more than 100 contract dealers in Kansas, Oklahoma, Texas, Colorado, Nebraska and Wyoming.

Recent factory expansion has increased production capacity enormously and pointed the way to a hopeful future. Fifty percent has been added to the floor space and more building is being planned. Much new machinery has been installed, and the foundry has been so com-

pletely modernized with the latest equipment and methods that it now compares favorably in these respects with the larger foundries of the country.

M. M. STEVENS PLUMBING & HEATING CO.

Organized in 1901 by two men, now deceased, the M. M. Stevens Co. has grown into one of the large, growing business organizations of this city. Founders of the business were M. M. Stevens and W. E. Kissick, both deceased. Later W. S. P. Gill, also deceased, bought into the business which operated a small plumbing, heating and sheet metal shop on East First where the Fox Theatre now stands.

Expansion of the company started when M. M. Stevens began taking plumbing and heating installation work in the surrounding territory. At first, the firm had an old one-horse wagon for delivery work. Now the firm has a fleet of 12 trucks for deliveries.

When the Wiley building was constructed, the business moved to 108 West Sherman. Since moving, the firm has expanded into a 100 foot front building, which has been enlarged several times.

Harry Stevens, eldest son of M. M. Stevens, began work as an apprentice as a school boy. He has been with the company continuously, except for time spent in the Engineering school at Kansas University. He is manager of the company, and his brother Charles is associated with him.

After Mr. Kissick and Mr. Gill had sold their interest in the firm, M. M. Stevens, O. O. Stevens and Harry L. Stevens were partners in the company.

In 1933, Harry Stevens designed and started manufacture of the Stevens Sensible Air Conditioner, a combined heating and cooling unit, which has been sold and installed in all parts of the state. The payroll of the firm includes from 35 to 100 persons.

Harry Stevens, in partnership with A. D. Jacobson, Kansas City, handled the plumbing contracts in the construction of the Naval Air Base at Hutchinson.

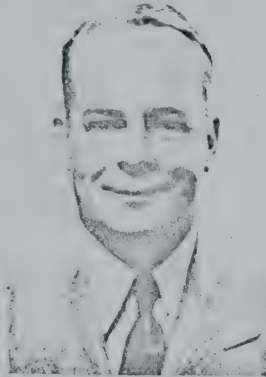
CHAS. W. RAGLAND AUTO PARTS CO.

The Chas. W. Ragland Auto Parts Co., which sells auto parts in this city and in many of the surrounding towns, is a business which has been built around an unusual personality, and that is Charlie Ragland. His round face, genial smile, and friendly disposition, has built his business and won him friends among all with whom he is associated.

But Mr. Ragland gives the credit for his business success to his good fortune in having associated with him a fine group of business builders.

RADIO STATION KWBW

Station KWBW was founded here in 1935. On June 1, 1941, William Wyse bought it, and since that time it has gone through numerous stages of improvement. November 22, 1942, KWBW joined the world's greatest network, the National Broadcasting Co.



William Wyse

National and community service were featured by KWBW during World War II. The station promoted Army and Navy recruiting, the Red Cross, the March of Dimes, Community Chest, Boy and Girl Scouts. A total of \$368,500 worth of War Bonds were sold one night over the station, through exclusive use of KWBW radio promotion.

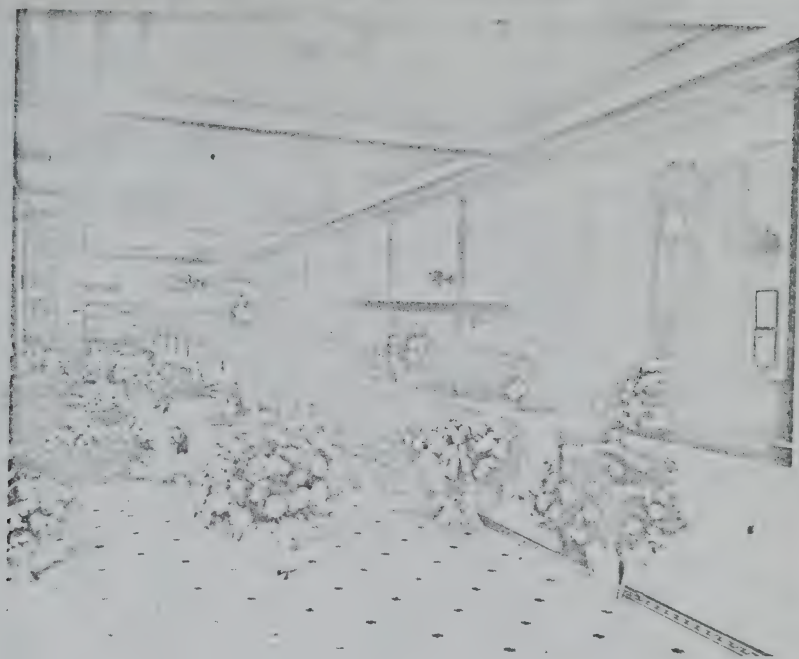
A total of 456,151 people who own 116,848 radio sets can listen to KWBW's top ranking local and NBC program in the Hutchinson area. In keeping with a definite plan of post-war expansion and improvement, KWBW recently applied for a Frequency Modulation station to be erected when materials are available. The station recently added a local news editor to write local news to broadcast as it happens, and on February 1, 1945 acquired Associated Press radio news service.

During the 1946 Pow Wow Station KWBW maintained "Ye Olde Broadcasting Studio" — in keeping with the spirit of the Pow Wow — at the corner of First and Main.

THE ADELA HALE SCHOOL

The Adela Hale School, which offers business training for men and women now occupies three-fourths of an entire floor of the Wolcott building, was started by Miss Adela Hale at her home at 115 West 18th in October, 1932. With the growth of the school, she was joined in the enterprise by her sisters, Erlene and Charlotte.

The school by its continual expansion is the unfolding of a dream of the three sisters, who have shown that they have the vision and the energy necessary to make their dreams come true. From the Hale residence the school moved to the Nelson building in 1935.



Top — American National Bank, Left, Hutchinson State Bank, Right, First National Bank

Outgrowing the quarters there, it was moved to the Hoke building in 1937, and in 1940 to the modern, air-conditioned Wolcott building.

Since starting the Adela Hale Secretarial School has furnished business training to approximately 4,000 students among whom are veterans under G.I. training. The school now employs four full time and two part time teachers, and three office secretaries. Miss Adela Hale is in charge of the school, Miss Charlotte Hale employment director, and Miss Erlene Hale makes the schedules for both teachers and students.

The first two students of the school were Mrs. Elizabeth (Ferguson) Livingston and Mrs. Patricia (Johnson) Clark.

THE AMERICAN NATIONAL BANK

Although under a different name, the American National Bank started in 1915 with the organization of the Farmers National Bank. The organizers were: Geo. Neeley, John Sutton, R. C. Layman, Ed M. Roach, Plevna; O. M. Woods, Liberal; B. A. Sidener, Mullinville; E. P. Bradley, Bernie McKeown, Sylvia; John F. Conrad, and J. C. Hopper, Ness City.

In 1917 the Reno State Bank and the Farmers National Bank consolidated under the name, The American National Bank under the Farmers National Bank charter. The American National Bank expanded still more when in 1923 it purchased the assets and assumed the deposits of the Commercial National Bank. The latest acquisition of the bank was the purchase of the Exchange National Bank assets and building in 1938.

The present officers of the American National Bank are: E. P. Bradley, president; R. L. Guldner, vice president; J. A. Davis, vice president; Wm. M. Ruddick, cashier; and B. M. Hayden, assistant cashier. The directors are: E. P. Bradley, J. A. Davis, R. L. Guldner, E. T. Guyman, Jr., H. H. Heaps, C. H. Humphreys, Wm. M. Ruddick, and V. M. Wiley.

The tremendous growth of the bank is shown by the fact that the opening day deposits amounted to \$50,249.53, while the deposits at the end of 1945 were \$14,017,682.46.

THE FIRST NATIONAL BANK

For many years the First National Bank has been acknowledged as the oldest and largest bank in the Arkansas valley. Its growth has kept pace with the development of Hutchinson and its trade territory.

The bank was founded in 1876. The late E. L. Meyer, who served

as the bank's president for many years, has been followed in that position by his son E. W. Meyer, who worked his way up to the presidency of the institution. Among the former officers and directors of the bank were: L. A. Bigger, N. B. Sawyer, Pet Nation and Fred C. French, a former president of the bank.

The First National Bank has capital and surplus of \$500,000.00 and the deposits in 1946 amounted to \$20,105,871.51. In addition to E. W. Meyer, president, the officers and directors are: Guy W. Astle, cashier; Leonard J. Beutler, assistant cashier; directors, C. C. Kelly, A. D. Rayl, Geo. E. Gano and C. E. Chalfant.

THE HUTCHINSON STATE BANK

The Hutchinson State Bank has made remarkable growth, since it was organized on October 1, 1923. The organizers included a group of men representing various business and professional activity. They were: E. E. Bloom, president; A. C. Hedrick, vice president and cashier; J. H. Shears, Dr. H. G. Welsh, C. M. Williams, Garrett Sallee, W. L. Rosier and Arthur Dade.

The bank was started with capital stock of \$50,000, and deposits of \$418,928.71. The huge increase in the business handled by the bank was shown by the fact that in its statement at the close of 1945, it had capital stock of \$150,000.00, surplus of \$120,000.00, undivided profits of \$17,476.41, and deposits of \$7,944,899.52. The biggest gain was made when the bank purchased the assets of the Citizens Bank and moved to its location.

The officers and directors of the bank now are: A. C. Hedrick, president; Will H. Shears, vice president; G. C. Harris, cashier; J. C. Clark, assistant cashier; Walter J. Jones, assistant cashier; Anna Waddle, auditor; Howard J. Carey, A. Dade, Ray E. Dillon, Frank Jackson and Dr. G. E. Paine, directors.

SALT CITY FEDERAL SAVINGS AND LOAN ASSOCIATION

Hutchinson is the home office for several strong savings and loan associations. One of the oldest is the Salt City Federal Savings and Loan Ass'n. which was incorporated on March 20, 1920.

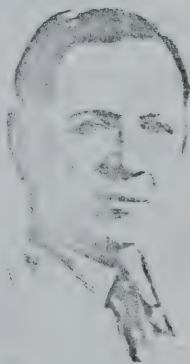
The original officers and directors were: Emerson Carey, president; J. C. Hopper, 1st vice president; Howard J. Carey, 2nd vice president; J. D. Elder, treasurer; C. M. Williams, attorney; Claude Carey, secretary; Chester Leisure; T. G. Belford; J. E. Humbert; G. S. Rutherford; and L. S. Pegues.

Starting with a strong group of backers, the organization has continued to grow. The organization became a member of the Federal Home Loan Bank System on Aug. 30, 1934. It was converted from a State association to a Federal Savings and Loan Ass'n. on Nov. 10, 1936. All accounts up to \$5,000.00 were insured in Federal Savings and Loan Insurance Corp. effective Nov. 20, 1936.

In 1946 the officers and directors of the Salt City Federal Savings and Loan Ass'n. were: Howard J. Carey, president; Walter Boehm, vice-president; J. D. Elder, treasurer; Geo. B. Dicus, secretary; Will H. Shears, Henry S. Pegues, J. H. Child, and D. C. Martindell; Pearl Martin is bookkeeper. The firm has played an important part in the city's recent growth by furnishing loans for home owners.

THE CENTRAL STATE BANK

The Central State Bank was organized in 1915 and has shown a steady growth since that time. The original officers of the institution were John Tharp, the first president; Frank McDermed, vice president; and F. J. Altswager, cashier. Besides Mr. Tharp, other past-presidents of the bank were O. S. Wespe and B. L. Jessup.



Harry Tidd

Harry Tidd, who is now president of the Central State Bank, was elected director in 1920. He was made vice president in 1925, and succeeded to the office of president after the death of Mr. Jessup in 1940.

The building owned and occupied by the Central State Bank was entirely remodeled in 1938 and a new modern vault installed. The officers and directors in 1946 are: Harry Tidd, president and chairman of board; W. A. Applegate, vice president; Frank McDermed, vice president; W. G. Koons, cashier; and Chris F.

Voth, assistant cashier. The directors include: R. L. Evans, C. O. Mammel, F. J. Miller, Carr W. Taylor and Louis M. Scruggs.

The Central State Bank has capital stock of \$100,000.00. The surplus and undivided profits amount to \$114,142.81 and deposits of \$4,056,792.85.

McNAGHTEN INVESTMENT COMPANY

The McNaghten Investment Company was formed in 1908 and has since played an important part in developing business and residential real estate in Hutchinson and Southwest Kansas.

The Company platted and developed the Hyde Park, Farmington, Soda Ash, Bungalow Colony and West Park additions to Hutchinson, and built many of the houses therein. They also built many business and apartment buildings.

The McNaghten Loan Company has financed the purchase and operations of many farms and ranches. E. W. McNaghten is president of the McNaghten Loan Company and partner and manager of the famous Crooked L Ranch of several thousand acres near Meade, Kansas.

J. C. McNaghten is secretary-treasurer of the McNaghten Loan Company and president of The Railroad Building Loan and Savings Association of Newton, Kansas.

The company also has and is financing the real estate for industries such as packing plants, terminal grain elevators, bakeries, and dairies.

J. N. BAILEY AND SON

The firm of J. N. Bailey & Son was established in October, 1888 by J. N. Bailey, who moved here from Indiana, after a short stay at Aurora, Nebraska. The company has been in its present location at 4 East Sherman for forty years. Cloyed Bailey entered the firm in 1908, and a few years later W. E. Murphy joined the organization, which has had a large business in real estate, loans, insurance and property management. The firm has represented the Prudential Insurance Co. of America and the Mutual Benefit Life Insurance companies by making a tremendous volume of farm loans.

J. N. Bailey, associated with Henry Thompson and Ed Sweet, platted and merchandised the three Crescent Park additions of this city, and built substantial homes in this addition as well as over the entire city.

After J. N. Bailey's death, January 7, 1919, C. H. Bailey and W. E. Murphy formed the present partnership which has continued under the old firm title of J. N. Bailey and Son, and which has continued under the same high principles of business.

C. P. Faubion has been with the firm for 30 years in charge of farm sales. The late F. C. Eby was in charge of city sales for a number of years. He was followed in that work by A. C. Crippen.

The firm has represented three strong fire insurance companies for many years. Ralph Murphy is in charge of the Insurance department.

Cloyed Bailey served as county chairman of the Republican party of Reno county for a number of years. W. E. Murphy is a former city finance commissioner. Both men have always been active in civic affairs.

THE LEON HOTEL

Hutchinson's newest hotel, "The Leon" stands as the realization of a life-long ambition of the owner and manager, Emery Colson. In May 1909, Mr. Colson, then a lad only 18 years of age, working on his parents farm in the hills of Kentucky left school and came to Hutchinson.



Hotel Leon, Wolcott Building

He started to learn the hotel business by taking a job as bellboy at the old Midland hotel, formerly at Second and Main where the Wolcott building is now located. His energy and friendliness won him friends, and when the Chalmers hotel was first opened in 1911, Emery was selected as clerk. He continued at that job until 1913.

Then he and his brother Edward bought the Midland Hotel. They operated it together until 1923, when Emery Colson bought his brother's interest. He operated the Midland hotel alone until 1929, when he organized a company and raised the capital and built the

new Leon Hotel, which was opened in September, 1929. It is a modern, fire-proof hotel, which is just as popular as the owner.

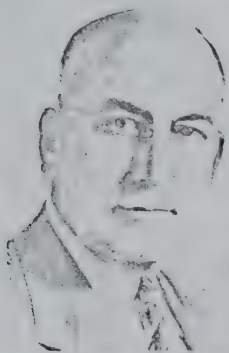
The Leon Hotel is named after Leon Nussbaum, now deceased, and also the town where his wife was born, Leon, Iowa.

THE WOLCOTT BUILDING

Southwest's finest all-year-round air conditioned office building. One of the few buildings in the country with thermostats in every private office controlling both heat and cooling.

THE A. D. RAYL MOTOR CO.

The A. D. Rayl Motor Co. is one of the largest Ford, Mercury, and Lincoln dealers in central Kansas. While the home office of the concern has only been in Hutchinson since 1931, the founder of the business, A. D. Rayl has been a Ford dealer in Kansas for the past 35 years. He started at Kingman with his father, first under the firm name of Charles Rayl and Son. The firm name was later changed to A. D. Rayl Motor Co., when Charles Rayl retired from business. The original business at Kingman is still operating under the same name.



A. D. Rayl

Due to difficulties in shipping motors to the factory for reconditioning, Mr. Rayl began rebuilding Ford engines at his Hutchinson agency on a small scale in 1940. Because of the World War II emergency, which discontinued the manufacture of new cars, this operation has grown rapidly. Since it was started, 14,000 engines have been completely rebuilt, according to the Ford factory standards. Today, they are rebuilding 400 engines per month. These rebuilt engines are distributed to Ford dealers and garage operators throughout Kansas and part of Oklahoma. Other parts, such as carburetors, fuel pumps, distributors, clutch discs, and pressure plates are also reconditioned.

The A. D. Rayl Motor Co. now has about 85 persons on its payroll. An off-spring of the organization is the Chas. A. Rayl Tractor & Equipment Co. at 19 West Second, owned by A. D. Rayl and Son.

It was started in 1942 to handle Ford Ferguson tractors and power farming equipment.

In addition to his large scale Ford agency activity, Mr. Rayl is the founder and chairman of the board of directors of the Bankers Investment Co. here. He is also an enthusiastic livestock man. He has developed one of the best herds of purebred Hereford cattle in this vicinity. Part of this herd is on his farm south of Hutchinson, the rest of them are at his Colorado ranch, near Colorado Springs.

THE DAVIS-CHILD MOTOR COMPANY

Starting as a small Ford automobile agency in Richmond, Missouri in 1910, the Davis-Child Motor Co. has continued to grow until it is now one of the leading Chevrolet sales agencies in Kansas. The founders of the firm, James A. Davis and Louie Child, moved to Hutchinson, April 5, 1921 when they purchased the Taylor Motor Co. from Harry Taylor, Hutchinson's first Ford dealer.

The two members of the firm had the ability to make the business grow, combined with personalities which won them many friends. On August 22, 1927, Mr. Child died and his place in the firm was taken by his son J. H. Child, who started with the firm in January 1925.

D. D. Taylor joined the Davis-Child organization when the Taylor Motor Co. with which he had been associated was purchased. Like other members of the firm, Mr. Taylor is a tireless worker with a wide acquaintance.

In March of 1931, the Davis-Child Motor Co. relinquished the Ford agency and began selling Chevrolet cars. The firm soon won a reputation for being one of the outstanding General Motors Co. agencies in this state. In addition to the Chevrolet agencies, the company later acquired agencies for the sale of other General Motor Co. cars. The sales and service departments of the Davis-Child Motor Co. have grown until they now furnish employment for 130 persons. The repair service is outstanding because of having the most modern equipment for repairing, painting and rebuilding cars of all makes.

Expansion of the Davis-Child Motor Co. has spread to other progressive Kansas towns. In July, 1926, the agency at Great Bend was purchased. It is managed by Triplett Child, another son of Louie Child. The Salina Chevrolet agency was brought into the group of Davis-Child agencies in December, 1939.

James A. Davis and Jack Child are continually taking part in undertakings for the advancement of Hutchinson. They helped to develop the oil field in this vicinity.

THE HUTCHINSON MOTOR CAR CO.

A. E. Kirk, founder of the Hutchinson Motor Car Co., started his business here February 1, 1909. That was the year the first Hudson automobile was manufactured. Mr. Kirk has sold every model of Hudson car which has been produced in the past 37 years.



Hutchinson Motor Car Co.

The Hutchinson Motor Car Co. began business in a small building west of the old Court House at Ave. B and Main. However, in 1920 Mr. Kirk built the present three-story structure which the firm occupies at Second and Washington. His firm is distributor of Hudson cars for the southwest one-third of Kansas. The volume of Hudson cars distributed is shown by the record of the Hutchinson Motor Car Co. made by selling 1,000 Hudsons in six months.

Since World War II ended, Mr. Kirk's three sons, Earl, Bob and William are again associated with him in the business. They have

expanded the firm's operations by taking the distribution of White trucks in this territory. The truck department is handled in the building across the street from the Hudson agency. The floor space in the two buildings amounts to a total of 50,000 square feet. The firm has approximately 50 employees.

THE KINGSLEY-WAGNER MOTOR SUPPLY COMPANY

The Kingsley-Wagner Motor Supply Co., one of southwest Kansas largest distributors of auto parts, located on East Sherman, is really a continuation of the service department of the Taylor Motor Co., which was started in 1908 by Harry H. Taylor. Mr. Taylor was the agent for Ford and Chalmers cars until 1921 when he sold the Ford agency to the Davis-Child Motor Co.

The present firm was started in October, 1921 as the Ragland-Kingsley Motor Co., and was owned by Charlie Ragland and Arthur L. Kingsley. They were able to build up a big business. In 1930, Grant Wagner purchased the interest of Mr. Ragland. From 1937 to the present time, the firm has been known as the Kingsley-Wagner Motor Supply Co.

Because of ill health, Mr. Kingsley sold his interest in the business to Mr. Wagner in January, 1946. Associated with Mr. Wagner are Ralph Albertson, who is sales manager, and Bob Daw, who is in charge of the various service departments of the company.

THE FAIR-DETTET LUMBER CO.

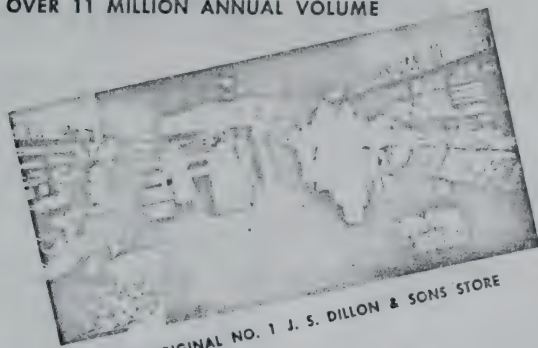
The Fair-Detter Lumber Co. was formerly a branch of one of the oldest business firms in Reno county, the D. J. Fair Lumber Co., which was established at Sterling in 1872 by D. J. Fair, Sr. In addition to the Hutchinson lumber yard, the parent firm has lumber yards at Sterling, Sylva, Partridge and Nickerson.

The Fair-Detter Lumber Co. which was started in Hutchinson in September, 1926, has been under the direction of Lee and W. M. "Bud" Detter since that time. Their father, Will Detter, now deceased, was in charge of the D. J. Fair Lumber Co. at Nickerson for many years.

D. J. Fair and his brother Chalmers built the Chalmers Hotel here.

PIONEER HUTCHINSON STORE

EXPANDS INTO AN OUTSTANDING
KANSAS ORGANIZATION DOING
OVER 11 MILLION ANNUAL VOLUME



THE ORIGINAL NO. 1 J. S. DILLON & SONS STORE



J. S. DILLON, SR.
Founder

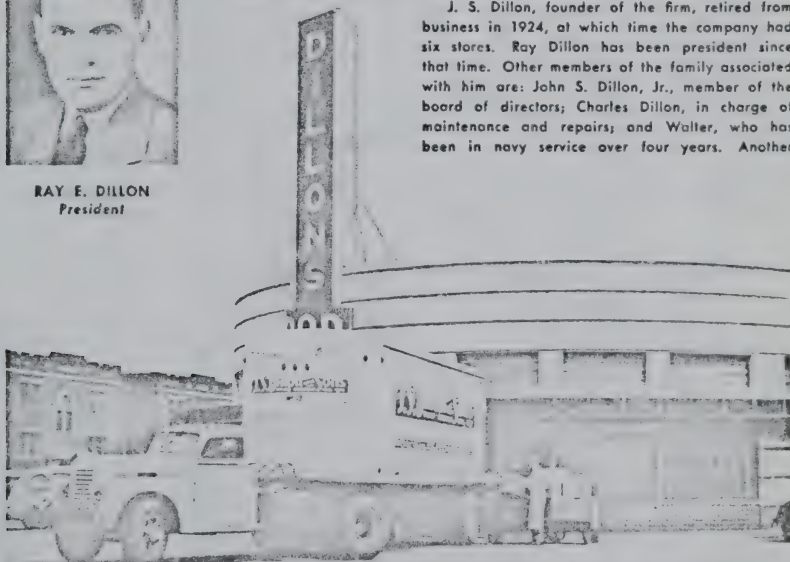
The record of J. S. Dillon & Sons in expanding from a single store in Hutchinson, started by J. S. Dillon after his two sons, Ray and Clyde, returned from World War I, to a chain of modern grocery stores scattered over southwest Kansas, is an outstanding business accomplishment.

J. S. Dillon & Sons Stores Co., Inc. now has 300 employees in this city. Plans have been announced for construction of a \$500,000 general office, warehouse and bakery on a site purchased north of 4th Ave. and east of Holstead street. The company now operates 24 stores which do an annual business amounting to 11 millions of dollars. The payroll of the company includes 900 employees in all the stores. Over one thousand carloads of fresh produce are sold by the company annually.

J. S. Dillon, founder of the firm, retired from business in 1924, at which time the company had six stores. Ray Dillon has been president since that time. Other members of the family associated with him are: John S. Dillon, Jr., member of the board of directors; Charles Dillon, in charge of maintenance and repairs; and Walter, who has been in navy service over four years. Another



RAY E. DILLON
President



ONE OF THE 24 PRESENT-DAY DILLON FOOD CENTERS IN KANSAS

brother, Clyde, died on a hunting trip in Colorado several years ago. Still another brother, Albert, lost his life in 1943 when an army transport plane exploded over Scotland.

*The Hotel Stamey*

—

The Wiley Bldg.

THE HOTEL STAMEY

The hotel was constructed by Stamey Construction Company. It is operated by Beck-Cross, hotel operators, who also have the Sexton, Bray, and Plaza Hotels at Kansas City, Missouri, the Zarah Hotel at Great Bend, and the Colonial Hotel at Springfield, Missouri. Bill Cross, a member of the firm, managed the Hotel Stamey until 1942. J. W. Maxwell is the present manager. Mr. and Mrs. Overton Hickman operate the Stamey Hotel coffee shop.

THE WILEY DRY GOODS CO.

From a small beginning in a 25 foot front building at 124 North Main, the Wiley Dry Goods Co. has grown into one of the largest and most modern department stores in Kansas. The store now occupies four floors of the nine-story Wiley Building, and plans have been announced for the expenditure of \$250,000.00 in increasing the floor space for the store and other improvements.

V. M. Wiley, president of the company, came here from Emporia on January 1, 1901. He was then only 23 years old. He purchased the small stock of Curran & Squires and on January 19 opened the Rorabaugh-Wiley Store, and announced his policy of giving courteous treatment and reliable merchandise at reasonable prices.

In July 1904 he started his expansion program by buying the P. Martin Store, which was a two-story structure, 75 by 150 feet in dimensions. He combined the two stores in this building. By that time the number of employees had increased from the seven in the beginning to 75 persons.

Eight years later, in September 1912, he began construction of the present Wiley building at First and Main. At first it was an eight-

story steel and concrete structure. The upper four floors were for modern offices for professional men, grain men and the Hutchinson Board of Trade. The building was completed in the fall of 1913. The store was moved into its new home on November 20, 1913. It was then a modern department store which compares favorably with similar stores in much larger cities.



V. M. Wiley

In 1930 the Rorabaugh-Wiley Store built the Fox Theatre with a seating capacity of 1,400, across the alley east of the Wiley building. The alley was bridged the full width of the building. The store uses the space over the alley and over the front of the theatre.

In 1933 the name of the company was changed to The Wiley Dry Goods Co. Since that time, the two older sons of V. M. Wiley have been associated with him in the business. Philip V. Wiley, after completing his education at Kansas University and New York University, spent two years getting experience in New York and Chicago department stores. He is now treasurer of the Wiley Dry Goods Co. Edward Wiley, who is secretary of the firm, spent a year of training in a large Chicago store. The youngest son, Robert, graduated from the Harvard School of Business, and recently returned from serving as a Lieutenant in the Navy as executive officer of his ship. He will take over an important position with the Wiley Store.

V. M. Wiley is a director of the American National Bank and the Hutchinson Water Co., and is also an outstanding civic worker. He has served as president of the Hutchinson Chamber of Commerce, the Community Chest, and the Rotary Club. He is a former member of the board of directors of the Y.M.C.A. and the 1st Presbyterian church. During World War I, he was state chairman of The United War Work Campaigns, and in World War II, chairman of the Reno County Chapter of the American Red Cross.

THE PEGUES-WRIGHT DRY GOODS CO.

One of Hutchinson's most popular retail stores is the Pegues-Wright Dry Goods Co. The firm originated at Junction City, Kansas in 1901 and moved to Hutchinson in 1912, after purchasing the business of C. H. Burney, one of the city's pioneer merchants.

The business was organized by L. S. Pegues and O. F. Wright, who were in business together until 1925, when Mr. Pegues retired. Because of failing health, Mr. Wright withdrew from the business in 1933. The management of the store was then taken over by Henry Pegues, son of one of the founders.

Starting with only a few employees, the Pegues-Wright Store has continued to expand until now the average number on the payroll is 65 persons. The store has maintained a consistent policy of public service both by handling the finest type of merchandise and by participation in community service programs. The Pegues-Wright Dry Goods Co. employees made an outstanding record in the purchase and sale of War Bonds during World War II. Henry Pegues, president of the company, has earned a splendid reputation as a city builder by his work in the Chamber of Commerce and other organizations.



Colladay Hardware Co. — Pegues-Wright Dry Goods Co.

THE DECKER & MATTISON CO.

Starting from a small sheet metal shop in 1932, the Decker & Mattison Co. has expanded its operations until it now handles the distribution and installation of rock wool insulation in 75 of the 105 counties in Kansas.

The firm was formed by Ed Mattison, Rube Decker and Si Young shortly after the Si Young Hardware & Tin Shop discontinued business. In July 1935, Si Young's interest in the firm was purchased by the other two partners.

At first the firm specialized on heating and sheet metal work together with air conditioning and a small amount of insulation work. Now the firm is the state distributor for the Paramount line of air conditioning. During 1944 and 1945, the firm sold and installed

over 100 carloads of rock wool insulation. A fleet of 12 trucks and a force of from 32 to 50 employees are used by the company.

The Decker & Mattison Co. is also the approved applicator for Barrett roofing materials, including asphalt, shingle, pitch and gravel built-up roofs.

THE STAR CLOTHIERS

One of the outstanding pioneer men's wear stores in Hutchinson, is The Star Clothiers, 119 North Main, which has been at the same location for 59 years. It is one of the oldest institutions of its kind in southwest Kansas.

Founded by Ben Nussbaum, the Star Clothiers has continued to grow and improve from year to year. The elder Mr. Nussbaum established a custom, which was unusual. It was an annual event for him to invite the boys from more unfortunate homes of the city to come to his store each Christmas. A line of these youngsters would form, and as they passed through the store, each would be presented with some article of clothing. An old friend of Mr. Nussbaums', James Jordan, would stand by the door and give each child a bright new dime. Boys who lined up for this special treat years ago, who are now grown men, have never forgotten the annual Star Clothiers' Christmas gesture.



R. H. Goldberg

After the death of Ben Nussbaum, his son Leon became manager of the store. He was a very likeable young man, and the community was saddened by his untimely death in 1926.

R. H. Goldberg, now manager and president of the Star Clothiers, is the husband of Alvina Nussbaum, daughter of the founder of the store. He is the son of I. Goldberg, one of the city's pioneer merchants. Under the younger Mr. Goldberg's guidance the store has continued to grow because he has followed the same policies of fair dealing and honest prices adopted by Ben Nussbaum when he started the store on September 5, 1887.

HIPPLE'S CLOTHIERS

George E. Hipple, sole owner of Hipple's Clothiers, is Hutchinson's senior clothier. He has been in business at the present location since February, 1905.

Born on his grandfather's homestead, in Atchison county, Mr. Hipple also ranks as a native Kansan. After serving with some of the leading wholesalers as their representative in this territory, Mr. Hipple bought a half interest in a Hutchinson clothing store, known as Hostutler Bros. This was in February, 1905, the new firm was known as Hostutler & Hipple. Fifteen years later, Mr. Hipple bought out his partner, Phil Hostutler, who moved to California.



Geo. E. Hipple

Through good times and bad, Hipple's Clothiers has been known as a quality store. Many changes have taken place, a new modern store front, a modern interior, all in keeping with a quality store.

Hipple's was the store chosen by the U. S. Navy to service the officer personnel at the Naval Air Station when this station was started. The store is the only regularly appointed distributor of navy uniforms in the state of Kansas.

Hipple's Clothiers is well known both in the Hutchinson trade territory, and in the clothing trade industry for its quality merchandising practices and also for fair dealing. This recognition is an asset to Hutchinson, and a tribute to the high ideals of the owner, George E. Hipple.

BURT & BINFORD, CONTRACTORS

Hutchinson is the headquarters for Burt & Binford, a contracting firm, which has handled large public improvement contracts in all parts of Kansas and in other states. Since 1928, C. L. Burt, the founder of this firm, has completed contracts for public improvements in Hutchinson alone, amounting to \$396,253.71. Those projects included sewer extensions, storm sewers, and the sewage disposal plant, which cost \$348,150.



C. L. Burt

A large group of contracts also were completed by Burt & Binford at the Hutchinson Naval Air Station, amounting to a total cost of \$180,617.18.

C. L. Burt served as mayor of Hutchinson in 1933-1934. Although a native of Illinois, he has made his home in Hutchinson continuously since 1909. He graduated from the Kansas University engineering school in 1909. His first job was with a surveying party in Old Mexico. Afterwards he was connected with the city engineer's staff in Hutchinson for a short time. He left to become the engineer in charge of a big sewer, waterworks, and paving project at Beckley, W. Va. Then he

worked on construction of the Grand Trunk Pacific railroad in British Columbia.

In 1912 Mr. Burt went into partnership with Chas. Everett here and worked on construction of sewers, waterworks and paving. This partnership ended in 1917. In recent years, Raymond Binford, who worked as an engineer for Mr. Burt for a number of years has been his partner.

THE L. R. FOY CONSTRUCTION CO.

The L. R. Foy Construction Co. here is a continuation by L. R. Foy of a contracting firm which his father M. C. Foy, now deceased, started in 1911. The elder Mr. Foy was first in partnership with George Corlett and Joe Paul under the firm name of Foy, Corlett and Paul Construction Co. This firm constructed the Guymon-Petro building and also the American National Bank building.

During the period from 1915 to 1918, M. C. Foy and Joe Paul constructed the 4th Avenue School addition, Jackson Ice Cream Co., the Masonic Hall, the Carey Salt plant, the Hutchinson Razor factory and the Kelly Mill.

In 1919, M. C. Foy formed the M. C. Foy Construction Co. and among the larger construction work of the company from then until 1936 included: the Carey salt mine, Sherman Junior High school, the *Hutchinson News* building, several J. S. Dillon & Sons stores, Trinity Methodist church, the Montgomery-Ward store, and the Woolworth store.

E. L. Foy, the eldest son of M. C. Foy joined the firm in 1936. The firm then erected the Wolcott building, the Junior College and other construction work outside the city. In 1939 another son, Lyle R. Foy joined the firm.

M. C. Foy died in November, 1941 and E. L. Foy took charge of the firm. Early in 1942 the company received a contract to build glider crates for Cessna Aircraft Co. This was completed in February 1943, when E. L. Foy moved the firm to Los Angeles to take another glider crate contract.

After E. L. Foy moved to California, the Foy Construction Co. here was continued by L. R. Foy under the new name of the L. R. Foy Construction Co. This firm is branching out all the various forms of building and house repairs and construction.

J. H. SHEARS & SONS

When Hutchinson was only two years old, Geo. Shears & Sons started in the contracting business here. The firm was started by the father and grandfather of George Shears, and his brothers Will and Frank, who are operating the business today. The firm name was changed to J. H. Shears & Sons in 1900.

Originally the firm engaged in general construction work. J. H. Shears was supervisor of construction on the old court house here. He built the old Water Mill. He constructed a brick kiln and burnt some brick, but found that the clay contained too much lime.

J. H. Shears died in 1927 but for 10 years before his death his three sons had been associated with him in the business.

J. H. Shears & Sons have specialized in paving and other road and bridge construction work for a number of years. Paving of 6th Avenue East was its first work of that type. The firm changed from brick paving to asphalt, and later handled big state oil mat road contracts. The firm has put in a good many hundreds of miles of asphalt and other paving.

In 1926, the Shears firm put in 105,000 square yards of sheet asphalt paving at Seabring, Fla.

JOHNSON & SONS FUNERAL HOME

The third generation of the Johnson family is now taking over the management of Johnson & Sons Funeral Home here, one of the oldest and largest firms of its kind in southwest Kansas. William L. Johnson, founder of the company, came to Hutchinson from Lockport, New York in 1886. He was an experienced undertaker and coffin maker.



Elliott and Gard Funeral Home, Johnson and Sons Funeral Home

He first entered into partnership with Davis & Drenrich, a furniture and undertaking business.

In 1888, the elder Mr. Johnson opened a funeral home of his own in the building on East Sherman later occupied by the *Hutchinson News*. The next year he moved his establishment to 14 West Sherman, and his oldest son William H. Johnson became his partner. After the death of William L. Johnson, his two sons William H. and S. F. Johnson became owners of Johnson & Sons. In 1917 they purchased the old Wilcox family home and moved their business to its present location, 134 East Sherman.

Now the sons of S. F. and W. H. Johnson are taking over the management of the concern. They are Steve R., Phillip E., Robert C. and Robert W. Johnson. Johnson & Sons have purchased a fine location at Ninth and Main where they will build a new modern funeral home. When the new building is taken over by the company, it will be the fourth move of the Johnson Funeral Home in sixty years in the business.

THE ELLIOTT-GARD FUNERAL HOME

The Elliott-Gard Funeral Home at 1219 North Main is one of a group of attractive mortuary establishments in this city. It was established on June 30, 1935 by two young men who have grown up in the funeral business.

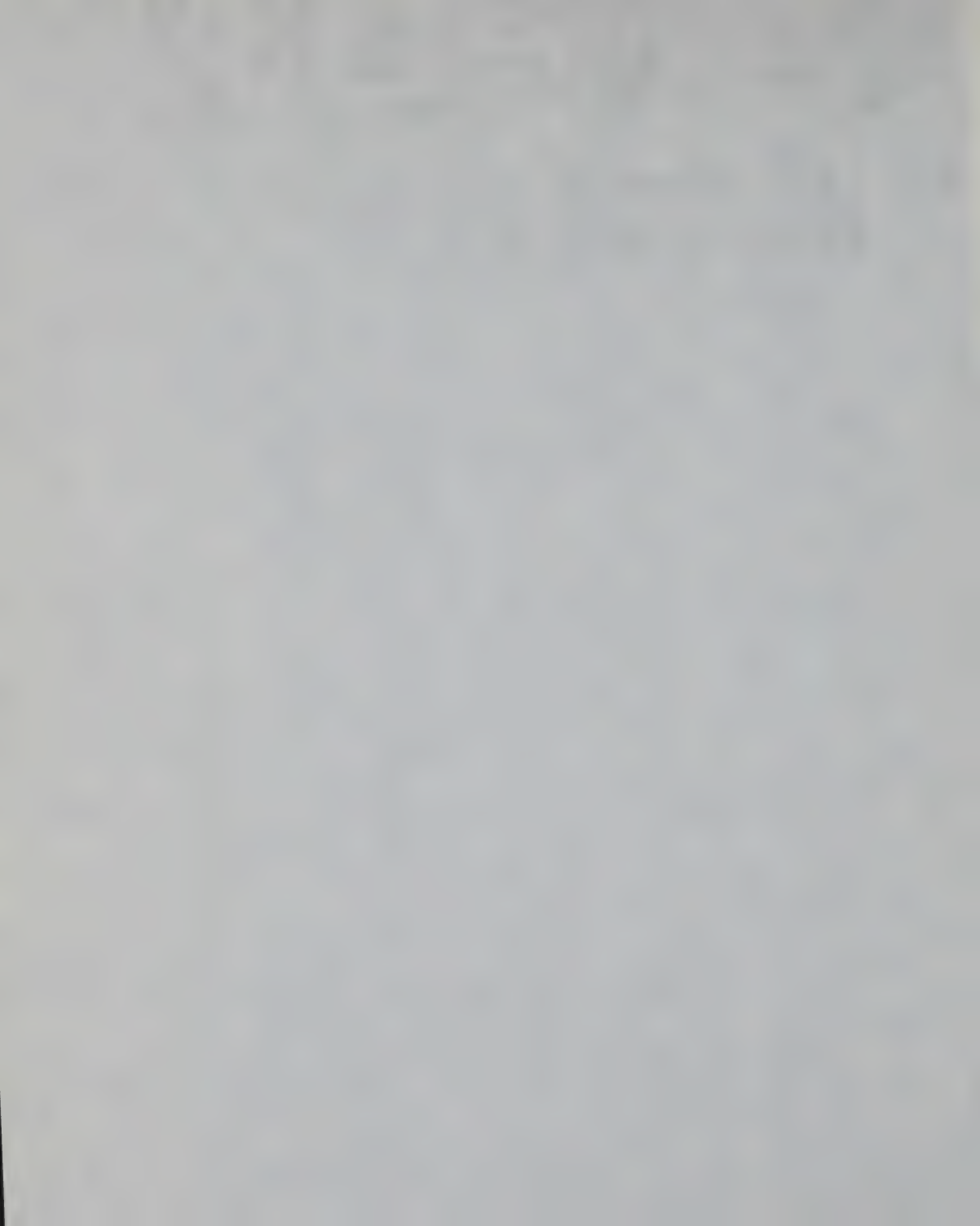
Jas. V. Elliott began his apprenticeship as a mortician while assisting his father, who has a funeral home at Sharon, Kansas. Likewise, Dale Gard secured his initial training in his father's funeral home at Anthony, Kansas. The attractiveness of the Elliott-Gard Funeral Home here and the pleasing manner in which the owners carry on their work, speaks well of the training which they received.

Both Mr. Elliott and Mr. Gard give freely of their time in civic work. Mr. Gard is a past-president of the Hutchinson Kiwanis Club.

CHAPTER XXX

Conclusion

After studying Hutchinson from the time of its founding by C. C. Hutchinson 75 years ago, one cannot help but become impressed by the fact that the finest thing that has been developed here is not the modern stores in the business district, nor the big industries which provide a livelihood for the workers, nor the beautiful, well-shaded homes of the residence districts, but the splendid spirit of the people. That is what makes Hutchinson a good place to live.



Years ago the writer, while a reporter on the *Hutchinson News*, had the privilege of meeting Arthur Brisbane, editor of the Hearst newspapers in New York. Mr. Brisbane stopped over between trains and turned down the invitation to be driven around the city by prominent citizens. He said he would just like to take a stroll.

The column which he wrote about Hutchinson for the New York papers featured the whole hearted hospitality of the people more than anything else. Mr. Brisbane explained that in walking north on Main street, one car after another would stop and the driver would offer him a ride. He noticed the beautiful big cottonwood and elm trees which shaded the lawns in front of the homes. But most of all he was impressed by the friendly spirit of everyone whom he met.

Hutchinson has grown to a population of over 33,000 persons. It has won a reputation as a friendly progressive city. Although it has outgrown and replaced the structures that identified the small prairie town that it was in the 1870's and 1880's, still it has retained the good neighbor policy. In those days, there were always helping hands to alleviate the distress caused by the grasshopper plague, the overflow of Cow creek, or "the Panic," which followed the "boom days." Likewise, in more recent years, Hutchinson people have always been generous in contributing time and money to aid people who are in distress.

Whether a person likes or dislikes a city usually depends on the impression which is received from the people he meets. And that is why the friendly spirit of the people of Hutchinson makes a lasting impression on those who visit the city or make it their home.

Using the record of Hutchinson's steady growth from a small prairie town to a city as a yardstick of future development, this city will continue to expand. No one can prophesy just how great that development will be. Naturally it will be in line with the expansion of the agricultural and industrial resources of the territory, which is only limited by the foresight, initiative, energy, and character of the coming generations. Surely, the fortitude of the sturdy pioneers who established this city, and made it what it is today, will carry on in the young men and women who will be responsible for the Hutchinson of tomorrow.

